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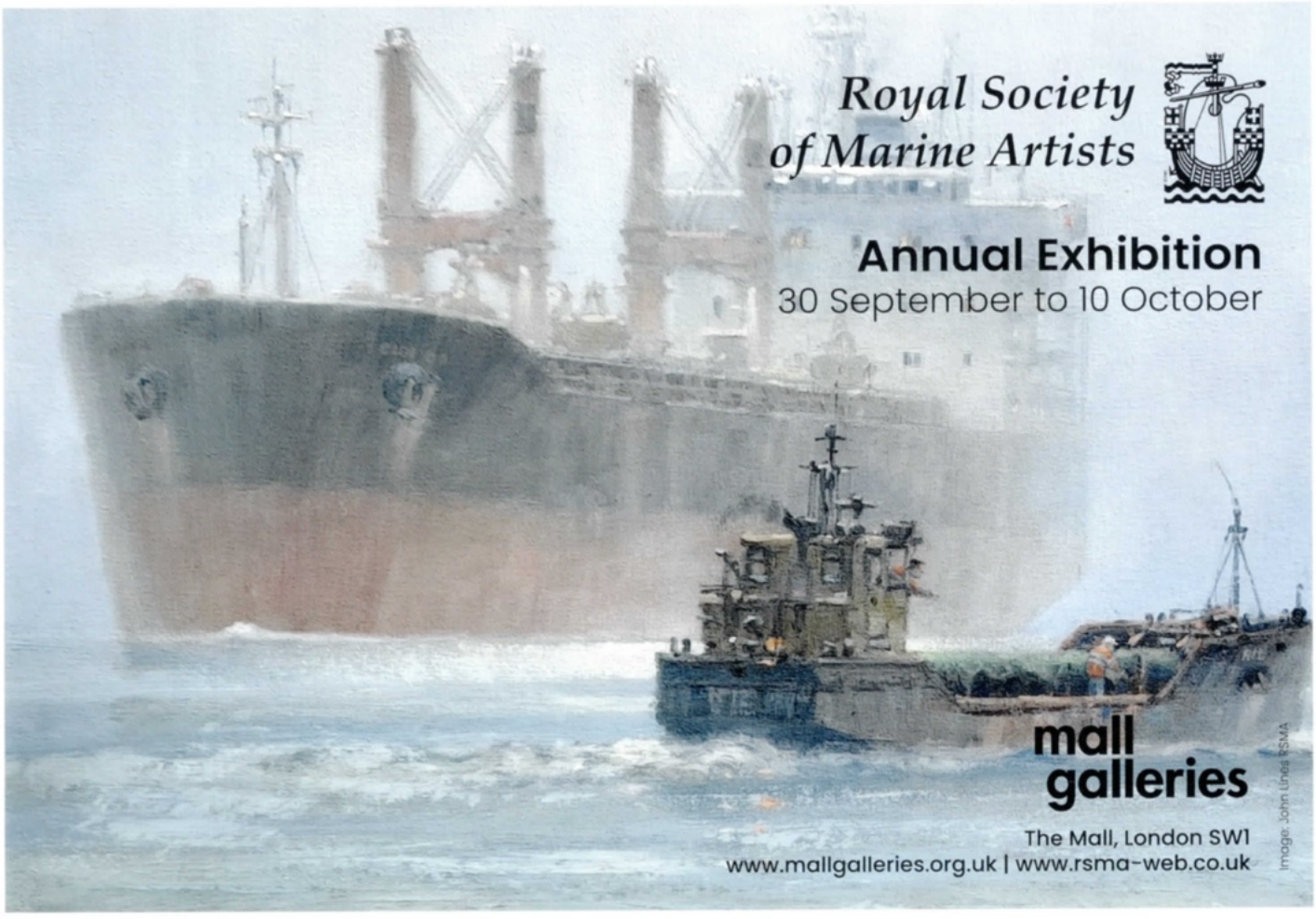

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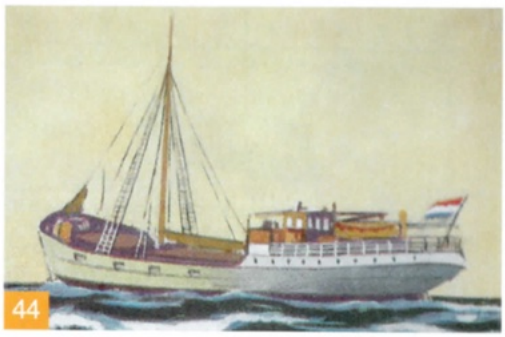
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FRONT COVER:

Fred. Olsen's 61,949gt Borealis arriving at Portsmouth in August. The former Rotterdam has experienced some teething problems since joining Fred. Olsen.

See full story on page 8.

Nigel Lawrence

NOVEMBER EDITION WILL BE ON SALE ON 12th OCTOBER

NOTABLE INCIDENTS

The 96,628gt/2014-built **CSAV Tyndall** suffered a fire on 3rd July in a suspected attack on the vessel whilst the 8,704 TEU capacity ship was in the northern Indian Ocean. The ship was en route from Jeddah in Saudi Arabia to Jebel Ali in the UAE. There were no injuries reported and the vessel suffered minor damage.

The 86,692gt/2007-built containership **MOL Charisma** (above) was successfully refloated on 6th July following a grounding between Vung Tau, Vietnam and Singapore a day earlier. The Ocean Network Express (ONE) ship came to grief whilst bound for Singapore. Deployed on ONE's East Coast 5 Service, the ship also had issues last September when she suffered a cargo fire off Sri Lanka. Once freed, the ship was directed to Vung Tau anchorage for inspection.

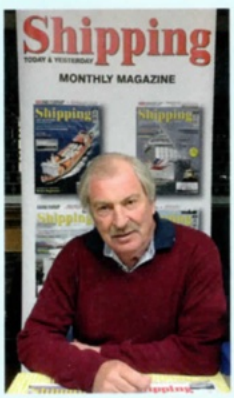
Denmark's Royal Yacht, the **Dannebrog** (above), encountered misfortune on 10th July when she suffered engine failure whilst sailing in the Skagerak on her way to the Faroe Islands, which the Queen was visiting the following week. Assistance arrived in the form of the frigate Iver Huitfeldt, which towed the Dannebrog to Frederikshavn. No members of the Danish Royal Family were aboard and it was not clear if the 1932-built vessel would be repaired in time to undertake her Royal engagements in the Faroe Islands and Greenland as part of the 2021 Commonwealth Cruise.

On 7th July there was a large explosion and fire at Jebel Ali Port in Dubai, originating from a container in the forward section aboard the 2,743gt/1993-built and 90m long **Ocean Trader**. The fire was brought under control and there were no deaths or injuries.

On 11th July the 149,525gt/2021-built containership **Zephyr Lumos** and bulk carrier **Galapagos** collided after midnight in the Strait of Malacca, causing major damage and resulting in an oil spill. The accident scene was 14.1 nautical miles southwest off Kuala Sungai. The Malaysian Coastguard agency reported that the 41,342gt/2010-built Galapagos suffered a rudder failure that resulted in the ship veering into the path of the 366m long, 15,000 TEU capacity and 7 month-old Zephyr Lumos, which was en-route from Singapore to the Suez Canal. The 225m long and 76,000dwt Galapagos was en-route from Gladstone, Australia to Visakhapatnam, India. The impact came close to slicing the bulk carrier in two and caused an oil spill. Subsequent reports stated that the steering issue was being denied by the owners of the Galapagos and a counterclaim was made that the Zephyr Lumos, "came very close to the Galapagos and attempted to overtake the vessel at high speed and at a short distance, leading to a collision." Both ships were detained to assist in investigations by the Marine Department and the Environment Department. The Zephyr Lumos was able to continue her voyage towards Piraeus on 19th July.

The 3,691gt/2008-built tanker **Orasund** collided with the 12,908gt/2012-built BBC Parana near the locks in Kiel in the Kiel Canal on 27th July following a technical malfunction. Damage occurred to both vessels and both were detained for inspection before the latter was able to continue to Umea, Sweden, from China. The Orasund remained in Kiel for repairs and had been en-route from Latvia to Ireland when the accident occurred.

A British security guard was among two crew members killed in what was reported as a suspected drone attack on the 28,426gt/2913-built oil tanker **Mercer Street** in the Arabian Sea on 30th July. Israel has accused Iran of being behind this latest attack, as it has done with the previous incidents. Zodiac Maritime, the UK company that manages the vessel, is part of Israeli billionaire Eyal Ofer's Zodiac Group. The British national who was killed was working for the UK maritime security company Ambrey.



EDITOR'S LOG

Piracy in Mexico has increased by 310% and has involved losses of more than $11 million for the State owned company Petroleos Mexicanos. These pirates attack with speedboats and are armed with AK47 (Kalashnikov weapons) and take a substantial booty with total and absolute impunity. In one year there were 197 assaults on oil platforms located off the coast of Campeche and the coast of Tabasco. The modus operandi is repeated in each case reported. A group of boats, sometimes flotillas of more than 20 boats, approach at nightfall and they climb the platforms that rise 20 metres above the sea level and plunder at the whim of the goods that they find in their path. They come to steal complete heliports worth $20 million, as in the case of the Tsimin-B platform, fixed drilling equipment, valves, pumping equipment, batteries, complete autonomous breathing equipment, perimeter lamps, manhole covers and then they market it in the black market and on the internet.

There are many assaults that have not been reported as the value of the stolen goods are of little value and lit would cost more to process the complaint. There is at least a record of 163 assaults of which no complaint was ever filed. There are also few arrests that have occurred in the last year, despite the fact that the area where the oil rigs are located is one of maritime exclusion and the small number of ports from which the pirate ships can depart The president, Lopez Obrador, said in his daily meeting with the media, that beyond the theft of gasoline in land pipelines, crude oil is being looted on the maritime platforms.

This suggests that in Mexico there has been a flourishing black market for years, which markets gasoline, crude oil and equipment. All this despite the fact that these criminal acts, which endanger the security of the facilities and the environment, are clearly penalized with up to 25 years in prison.

In a statement to the media, Pemex said that it has strengthened the security systems in co-ordination with the Secretary of the Navy without specifying how the fight against piracy will be carried out for being, they say, reserved information.

It is about time that pressure is brought onto the Mexican authorities to take much stronger action against these criminals who endanger the safety of innocent mariners whoc are going about their peaceful work.

As this editon was going to the printers I received the very sad news of the sudden passing of Bernard McCall of Coastal Shipping. Bernard was much loved in the maritime community and a great supporter of this magazine. I offer my sincere condolences to his widow Doreen and son Iain. A full obituary will appear in next month's edition.

editor@shippingtandy.com

CONTAINER FLEETS

Briese Schiffahrts of Germany has exercised options for two more 1,800 TEU capacity ships at China's Huanghai Shipbuilding. The additional order comes after the company ordered 4 similar ships at Huanghai in June, all with delivery 2023-24. Back in April the company commissioned a quartet of 1,930 TEU capacity ships at CSSC Huangpu Wenchong Shipbuilding, for delivery in late 2023, its first newbuilding order. Briese Schiffahrts currently owns 9 feeder ships, all purchased second-hand.

CMA CGM announced changes in its MIDAS 2 service in July, which connects South Africa with the Middle East Gulf and India. The call at Pointe-des-Galets has been removed, shortening the voyage by 7 days, instead sailing directly to Jebel Ali after South Africa. The revised rotation is Jebel Ali-Mundra-Nhava Sheva-Durban-Port Elizabeth-Jebel Ali. The 30,024gt/2004-built and 2,672 TEU capacity EM Astoria operated the revised circuit from July. In connection with these changes, that same month CMA CGM extended its service coverage in the Indian Ocean by announcing the launch of a new feeder service using one 700 TEU capacity ship on a fortnightly basis with a port rotation of Pointe des Galets-Tamatave-Longoni-Port Louis-Pointe des Galets. The first departure was on 6th August using the 5,272gt/2008-built ANL Darwin Trader. This new service complements the existing services IOFEED 1 and IOFEED 2. The Zanzibar shuttle formerly provided by the ANL Darwin Trader is now offered fortnightly aboard CMA CGM partner's 4,150gt/1997-built geared container ship Laura. First arrivals at Mombasa and Zanzibar were 25th/28th July respectively. On 16th July CMA CGM revealed plans to launch a dedicated product to/from Comoro. The fortnightly rotation commenced on 30th July at Longoni followed by Moroni on 2nd August and Mutsamudu on 9th August using the 37,134gt/1990-built Athens. The IOFEED 1 service will continue serving Reunion, Mauritius, Longoni and the North of Madagascar. On 27th July CMA CGM confirmed an extension to the suspension of calls at Le Havre for the SAFRAN service due to port congestion.

Cosco Shipping Holdings signed an agreement with affiliate shipbuilder Cosco Shipping Heavy Industry Yangzhou on 15th July for the construction of 10 containerships. The company has ordered 6 14,092 TEU capacity containerships and 4 16,180 TEU capacity containerships. The former are scheduled for delivery December 2023-September 2024 while the 16,180 TEU ships are expected June 2025-December 2025.

Concordia Damen held a naming ceremony on 10th July for two sistership inland container vessels for Den Bosch Max BV. The ceremony took place at BCTN's inland terminal at Den Bosch with Den Bosch Max BV being a joint venture between logistics services provider Nedcargo International BV and inland terminal operator BCTN. Following on from their delivery in December 2020 and January 2021, the Den Bosch Max Blauw and the Den Bosch Max Groen were christened respectively by Royal Commissioner I. Adema, and Nicole Verduijn, the partner of Heineken BV's logistics manager. Nedcargo ships around 2.5 billion bottles of Heineken beer to the ports of Rotterdam and Antwerp each year. Both vessels are 90m in length and have a beam of 11.5m. These dimensions are the maximum that allows them to pass through the locks on the Dieze Canal at Engelen, a requirement for accessing the terminal at Den Bosch. However, thanks to an innovative design each is capable of carrying up to 132 TEU, 24 more than previous vessels. Both are also to be equipped to utilise interchangeable, container-sized battery packs, ZESPacks, supplied by Zero Emission Services. Charged using renewable power, a depleted container can be quickly exchanged for a full one at exchange and loading stations.

Danaos Corporation has entered into an agreement to acquire six 5,466 TEU capacity containerships from the second-hand market. The vessels were purchased from the Hanjin Subic Bay shipyard in the Philippines. All are on time charter contracts to unnamed major operators with charters of 2 years or more. Delivery of the as-yet unidentified vessels was expected gradually, concluding in the third quarter of 2021. Prior to this, the company's fleet consisted of 65 modern, large-size containerships with a total capacity of around 403,795 TEU. Danaos has also exercised its option to acquire the remaining 51% equity in its joint venture Gemini Shipholdings Corporation, adding a further five containerships of 32,531 TEU capacity to the fleet.

DKT Allseas has again turned to Breakbulk operators for much-needed container capacity. The 18,189gt/2012-built BBC Norway arrived at Liverpool on 18th July on the direct service from Ningbo, which had departed on 10th June. The 1,497 TEU capacity ship is the largest of the five vessels to arrive at Liverpool on this service to date.

Evergreen's infamous 219,079gt/2018-built Ever Given finally made her way out of the Suez Canal and Egyptian waters on 13th July following class inspections over a 5-day period at an anchorage off Port Said. Her voyage resumed 112 days after she became ingloriously wedged across a southern section of the Suez Canal where she sat for a week until being freed. The ship was released from arrest in the Bitter Lake on 7th July after protracted negotiations and an undisclosed settlement being reached between the Suez Canal Authority (SCA) and the Ever Given's owners and insurers. The 20,388 TEU capacity and Shoei Kisen-owned vessel was limited to a speed of around 11.5 knots for the voyage to Rotterdam's ETB Rotrterdam Delta Terminal, where she was due on 29th July around 0515. The ship had 18,300 containers aboard for Rotterdam, Felixstowe and Hamburg but the latter call was dropped because of concerns surrounding navigation safety. The vessel's voyage was governed by guidance outlined in her seaworthiness certificate to sail at lower speeds and to call only Rotterdam and Felixstowe. To comply with this requirement, the cargo destined for Hamburg was unloaded at Rotterdam's ETB Rotterdam Euromax Terminal on 2nd/3rd August and trans-shipped to the port of destination aboard the 69,246gt/2000-built Ever Utile on 8th/9th August.

Dave Smith/photo-transport.com

The Ever Given docked at Felixstowe to discharge local imports on 3rd August (above). Meanwhile, Evergreen have taken delivery of the 23,992 TEU Ever Ace which is now the largest container ship in the world.

Hapag-Lloyd successfully closed the acquisition of the Dutch container shipping company Nile Dutch Investments B.V. (NileDutch) on 8th July. After signing a sales and purchase agreement in March, Hapag-Lloyd has now formally acquired all shares of the company after all responsible antitrust authorities had approved the transaction. Depending on market conditions, Hapag-Lloyd and NileDutch are aiming to integrate major parts of their businesses in the later part of 2021 to be able to offer the full benefits of the combined network to their customers as soon as possible. With 40 years of experience in the market, NileDutch is one of the leading shipping companies along the West African coast. Based in Rotterdam, NileDutch is present in 85 locations across the world and has 16 offices in the Netherlands, Belgium, France, Singapore, China, Angola, Congo and Cameroon. The company also brings with it 7 liner services, around 35,000 TEU of transport capacity, and a container fleet with a capacity of around 80,000 TEU. The integration will be moving at a swift pace and full commercial integration is expected to be completed by the end of 2021. Hapag-Lloyd confirmed in late July that it was in ongoing discussions for the acquisition of 10 container ships with 13,000 TEU capacity each, enhancing further its total fleet capacity. Reports elsewhere suggested that the company was in discussions for the acquisition of three Hyundai Samho-built 13,200 TEU vessels with plans to charter another 3 such ships. Additionally, Hapag-Lloyd is reported to have agreed to buy two 13,000 TEU container ships and charter another two vessels.

Hyundai Heavy Industries

HMM's brand new 152,003gt/2021-built HMM Raon arrived at Rotterdam's ECT Terminal Amazonehaven directly from Yantian on 17th July on her maiden call. The 16,000 TEU capacity ship was named on 27th May (above) and is the 6th ultra-large container ship delivered by Hyundai Heavy Industries and is deployed on the Far East Europe 4 (FE4) service, which is operated in co-operation with the HMM has since confirmed that all members of the new 16,000 TEU capacity fleet of ships, including the HMM Garan, HMM Nuri, HMM Hanul and HMM Hanbada, all carried full loads on their maiden trips.

Lomar Shipping has acquired five 3,237 TEU capacity containerships from Hapag-Lloyd. The ships had been trading on the Northern Europe-U.S. east coast route and all have been chartered back to Hapag-Lloyd. The sister ships Charleston Express (40,146gt/built 2002 and renamed Velika Express), the 40,146gt/2002-built Yorktown Express (to be renamed Mirador Express) and the 40,146gt/2003-built Washington Express (now renamed Sounion Trader) have already been delivered. The remaining two ships are the 40,146gt/2003-built Philadelphia Express (to be renamed Spartel Trader) and the 40,146gt/2002-built St. Louis Express (to be renamed Antibes Express) will be delivered in August.

Maersk Line has redesigned its ocean network to introduce a new direct ocean service from Chennai to Europe and the Mediterranean to help retail and lifestyle customers in South India. Changes will be implemented in a phased manner from August with the new offering being known as the ME7 service. The port rotation is Chennai-Colombo-Salalah-Jeddah-Bremerhaven-Rotterdam-Felixstowe-Algeciras and reverse, taking 33 days for each half of a round trip. The FI3 service also changes from fortnightly to weekly and a new FI4 service combines previous Jade Express and Chennai Express services, and will connect Southeast Asia with India and Pakistan on a single direct service. The ME6 service as well as transhipment on AE1 at Colombo will be discontinued.

Pacific International Lines has expanded its fleet size for the first time since it hit troubled waters 2 years ago. The company has been slowly rebuilding its fleet, taking back some ships that were chartered out earlier including the 114,380gt/2017-built 11,923 TEU capacity Kota Pahlawan.

Royal Arctic Line

Royal Arctic Line's new 2,613gt/2020-built reefer/container vessel Siuana Arctica (above) was officially named on 12th July in Upernavik with the Godmother being Louise Karlsen, the 29 year-old Upernavik branch manager for Royal Arctic Line. Upernavik is located at 72 degrees North and about 80% of the city's population of 1,100 inhabitants came to see the new vessel. The Siuana Arctica has entered service within the Upernavik archipelago, facilitating halibut exports from and general supplies to Upernavik and the many settlements in the area. The service connects to the weekly service between Greenland, Iceland, Faroe Islands, Denmark and Sweden via the transit port of Aasiaat and feeder service to Nuuk.

Sea Lead Shipping has chartered nine containerships from Oaktree Capital Management, namely the 35,581gt/2006-built and 3,398 TEU Avni (ex-Solar N), the 71,902gt/2005-built and 6,350 TEU Bigli (ex-Paradise Star), the 36,483gt/2007-built and 3,450 TEU Bomar Fulgent, the 36,007gt/2009-built and 3,534 TEU Sonic (ex-GH Scirocco), the 25,407gt/2003-built and 2,478 TEU Snoopy (ex-Nordmed), the 66,462gt/2006-built and 5,888 TEU OOCL Dubai, the 66,462gt/2006-built and 5,888 TEU Yogi (ex-OOCL Kaohsiung), the 50,963gt/2009-built and 4,860 TEU Pinocchio (ex-Seamelody) and the 2,7915gt/2006-built and 2,702 TEU Goofy (ex-Segara Mas). The ships were acquired from Navios Europe, IS Container, Borealis Maritime, Great Harvest Maeta Group, Nord Reederei, Grace Ocean, Thenamaris Ships Management and Temas Line, respectively.

TS Lines of Taiwan ordered four 7,000 TEU capacity and 272.5m long ships from Shanghai Waigaoqiao Shipbuilding on 6th July for delivery in 2024. Upon delivery in 2024, these vessels will be deployed on new routes to the Persian Gulf and India. The company then ordered another 1,900 TEU capacity ship from CSSC Huangpu Wenchong Shipbuilding on 20th July, adding to the 4 similar newbuilds that it has already ordered at the yard with delivery in 2022 and 2023 respectively. That same day TS Lines took delivery of the 27,000gt/2021-built and 2,700 TEU TS Nansha, with a sistership to follow later in 2021.

Yang Ming took delivery of the 118,523gt/2021-built and 11,000 TEU capacity container ship YM Travel (above) on 27th July, which is chartered from Shoei Kisen Kaisha, from Imabari Shipbuilding. The newbuild joined THE Alliance's Transpacific service PS6 on 30th July with a rotation of Qingdao-Ningbo-Pusan-Los Angeles-Oakland-Kobe-Qingdao. The YM Travel is the 6th ship delivered in this newbuild series of 333.90m long, 48.40m beam, 16m draught and 23 knot ships. Yang Ming began taking delivery of these vessels in 2020 and they are of the vessel type that adopts the twin-island design to increase loading capacity and navigational visibility to ensure more efficiency and safety. The ship's hull form optimisation further increases energy saving and reduces the overall emissions. In addition, the ships are designed with a shorter length and beam, making them easier to manoeuvre. The dimensions also enable these ships to call at major ports worldwide and pass through the new Panama Canal without restrictions, thus facilitating greater flexibility in vessel deployment.

ZIM of Israel has confirmed its agreement with Seaspan Corporation in July for the long-term charter (12 years) of ten 7,000 TEU capacity and LNG dual-fuel container vessels. Delivery of the post-panamax vessels is expected to begin in the 4th quarter of 2023, with completion in 2024. This charter contract follows another transaction between ZIM and Seaspan in February 2021 involving the long-term chartering of ten 15,000 TEU capacity and LNG-fuelled vessels. With these newbuilds, Seaspan's newbuild orderbook totals an impressive 55 vessels, with all orders placed since December 2020.

BULK and TANKER NEWS

China Shipbuilding Consulting Company has taken delivery of one of the most advanced and energy efficient VLCCs ever built in China, namely the 307,000dwt CS Hunan Venture, built by the Dalian Shipbuilding Industry Group. The vessel will be operated by Wah Kwong Ship Management Hong Kong. The ship's EEDI is more than 20% below the baseline, which is one of the best in the world for VLCCs of the same size. The ship boasts such excellent energy-saving and environmental protection performance because she has a straight bow design profile and is equipped with a new type of main engine, a 7G80ME-C9.5 made by Dalian Marine Diesel. A highly efficient large diameter propeller is also fitted. The 163,262gt/2021-built CS Hunan Venture is 333m long with a beam of 60m and a cruising range of more than 26,000 nautical miles. She can also pass through the Strait of Malacca with a designed draught of 20.50m and a normal loading rate of two million barrels of crude oil.

Concordia Maritime is receiving a helping hand from parent company Stena Bulk AB via a conditional agreement on a time charter of all of the company's 10 P-MAX product tankers. Concordia and some of its lending banks have also agreed upon a conditional term sheet concerning new terms and conditions for the loan that will apply until the current loan, originally amounting to $114 million, matures in late 2024. In addition, the company has agreed upon a conditional guarantee contract whereby Stena Sessan AB guarantees to pay up to $10 million to the banks on behalf of Concordia under certain circumstances. These measures became necessary after Concordia Maritime experienced financial difficulties due to the weak tanker market during the past six years. The term sheet, the time charter and the guarantee mean that Concordia's imminent lack of liquidity is kept under control with the time charter ensuring a stable income for the next 5 years. Concordia Maritime also aims to divest vessels once the market has improved in order to enhance the liquidity and the freedom of action for the company. Apart from the P-MAX product tankers,

Costamare has acquired an additional 21 vessels dry-bulk ships including the 44,366gt/2012-built and 83,500dwt Spring Aeolian, the 43,012gt/2010-built and 82,200dwt Jaigarh, the 31,284gt/2010-built and 55,500dwt Darya Lakshmi and the 2008-built and the 39,737gt/76,600dwt Imperial Rose. The company had also announced in June that it had bought 16 bulkers ranging in capacity from 33,000dwt to 85,000dwt, with an average age of 10 years.

Hyundai Samho Heavy Industries has completed the construction of the world's largest LPG gas carrier installed with a dual-fuel propulsion system with delivery taking place on 9th July. The ship is equipped with an LPG fuel tank that enables an operational range of around 31,700km (19,700 miles) and was ordered by China's Bank of Communications Finance Leasing. Named Bellavista Explorer, the 53,137gt/2021-built ship is 229.98m long with a 36.6m beam and a hull depth of 23.6m. The LPG cargo tank has a capacity of 90,000m^3 and the vessel's dual-fuel propulsion system can selectively use LPG or diesel fuel.

Mitsui OSK Lines (MOL), is taking a 40% stake in the world's most advanced methanol shipment company, Waterfront Shipping, the tanker subsidiary of methanol producer Methanex. The strategic partnership strengthens a relationship established over 30 years ago between Methanex, WFS and MOL who, in 2016 in conjunction with other partners, jointly built the first ocean-going dual-fuel vessel capable of running on methanol. The decision to invest in the methanol sector follows MOL's decision to buy into Norway-based Larvik Shipping earlier in 2021, a pioneer in the shipping of carbon dioxide. MOL has been exploring methanol as a fuel for the past 6 years. MOL is also looking at the possibility of using the deck cranes on a ship as sails. The company has joined forces with Oshima Shipbuilding and Iknow Machinery to research and develop mounting sails on ships' cargo handling cranes and similar equipment to boost propulsion force. MOL also worked with Oshima in developing its hard sail project.

Neoline's future wind-powered newbuilds have secured business from French fashion company Longchamp, which has entrusted Neoline with the transportation of at least 50% of its annual volume of containers to reduce emissions on its transatlantic shipping. Neoline's 136m sailing cargo ships will operate at 11 knots and will each utilise 4,200m^2 of sails. From the start of the service (scheduled for the first half of 2024) the shipments will be sent between France and the U.S.A on the Montoir de Bretagne-Baltimore line. The cargo deal includes the possibility of increasing the share of freight after the first test phase. Neoline has also secured a contract with compatriot tyre manufacturer Michelin, offering carbon-free shipping services.

Nigel Lawrence

Portico of Portsmouth is looking to welcome regular arrivals from the UK's largest independent building materials firm, the Brett Group, following a call on 5th July by the Britannia Beaver. She delivered construction material (4,500 tonnes of sharp sand) into Portsmouth's terminal operations facility. This regular call will be a convenient way to reach customers on the south coast. Portico has created additional quayside space through the demolition of warehouses and re-configurating the site to accommodate dry bulk materials. On 21st July the 24,785gt/2015-built and 179m long bulk carrier Lintan arrived at Portico on the first of several calls needed to discharge her cargo of plywood.

Thun Tankers

Thun Tankers' LNG-fuelled chemical tanker Thun Empower, built by Dutch shipbuilder Ferus Smit, was launched on 27th July and named via an online event (above). The 4,923gt/2021-built ship is the 4th LNG-fuelled oil/chemical tanker from the series of E-class vessels built by Ferus Smit and completes the class. Thun Tankers is part of the Erik Thun Group, a family-owned company founded in 1938. The E-class ships are a further development of Erik Thun Group's existing fleet and focus on efficiency and environmental care. Three out of 4 product tankers, powered by gas, had been delivered prior to this, namely the 4,923gt/2018-built Thun Eos, 4,923gt/2019-built Thun Evolve, and the 4,923gt/2021-built Thun Equality.

Wallenius Lines announced on 12th July that Chinese shipbuilder CIMC Raffles has received an engineering, procurement and construction (EPC) contract for up to 6 low emission LNG-powered car carriers for the vehicle carrier. Construction will take place at CIMC Raffles' Longkou shipyard in Yantai, China.

Volkswagen Group has ordered a further 4 LNG-powered ships as part of its goal of lowering emissions. Volkswagen says it is the first car manufacturer to transport most of its new vehicles overseas using low-emission LNG ships. It is also one of the first car manufacturers to set the goals of the Paris Climate Agreement to limit global warming to less than two degrees by 2050. The first two LNG car carriers entered service in 2020 with the 4 LNG dual fuel newbuilds expected to be operational by the end of 2023, sailing the North American route between Emden in Germany and Veracruz in Mexico.

LAGOON GETS LARGE SHIP BAN

On 13th July Italy announced a ban on cruise ships using the Venice Lagoon in an attempt to defend its ecosystem and heritage. The government was pushed into acting after the United Nations culture organisation UNESCO threatened to put Italy on a blacklist for not banning cruise ships from the World Heritage site. The ban took effect from 1st August, barring ships of more than 25,000gt from the shallow Giudecca Canal that leads past Piazza San Marco. The somewhat rushed ban has left Venice without an alternative location for cruise ships as the nearby industrial port of Marghera does not yet have suitable quaysides for handling passenger vessels. In April, Italy's government approved a decree to build a cruise terminal outside the lagoon where passenger vessels over 25,000gt and container ships can berth. The call for bids to build the terminal was published on 29th June, less than 5 weeks before the ships were banned from Venice. So, the city will be without suitable cruise ship access for 2-3 years minimum. The considerable effect on businesses in the city has almost been ignored and, understandably, those affected are very unhappy. Perhaps the authorities should have targeted the speeding small vessels on the Lagoon rather than the passage of slow-moving cruise ships that bring considerable income to the city each year. Of course, the anti-ship protests escalated again when the 92,409gt/2007-built MSC Orchestra made the first cruise ship departure from Venice via the Giudecca Canal since the pandemic took hold in early June, bound for Croatia and Greece.

NEW EXPLORER TAKES A BOW

On 13th July delivery of the next Ulstein X-Bow CX103 design expedition cruise vessel from the CMHI Haimen Yard in China took place when the 8,228gt/2021-built Ocean Explorer (above) was handed over. The first X-Bow expedition cruise ship, the 8,035gt/2019-built Greg Mortimer, was delivered in September 2019 as the first of the new Infinity Class. There are two more vessels in the Infinity series which are scheduled for delivery in 2021, and two for delivery in 2022. The Infinity Series vessels are owned by SunStone Ships and the Ocean Explorer will be operated by Vantage Cruise Line.

SWEET OCCASION

On 15th July Viking's latest ocean cruise ship newbuild, the 47,842gt/2022-built Viking Mars (above), was floated out at Fincantieri's shipyard in Ancona. The ship is the 8th of this class, offers 465 cabins with accommodation for 930 passengers. Now a total of 20 newbuilds have been delivered, are in-build or are on order. These include the order awarded to Vard for two expedition cruise ships, the Viking Octantis and Viking Polaris, and the options. This is an all-time record, the largest number of units built by a shipbuilder for one sole shipowner.

The 30,500gt/2022-built second expedition ship, the Viking Polaris, was floated out on 27th July (above). Scheduled to debut in summer 2022, the Viking Polaris will spend her maiden season sailing voyages to the Arctic and Antarctica. Her identical sister ship, the Viking Octantis, was floated out in December 2020 and is set to debut in early 2022 for journeys to Antarctica and North America's Great Lakes.

UNFORTUNATE DEBUT FOR BOREALIS

Fred. Olsen Cruise Lines' 61,849gt/1997-built Borealis (above) made her debut at Portsmouth on 15th July, 10 days after her maiden voyage from Liverpool, but her stay became longer than expected. Instead of sailing that evening the ship remained at at Portsmouth International Port with a technical issue. At midday on 17th July the ship moved to C Anchorage off Stokes Bay in the Solent, swapping places with Virgin Voyages' Scarlet Lady. The latter's arrival into Portsmouth had been delayed by the Borealis' issues. Fred. Olsen Cruise Lines confirmed that there had recently been an upgrade to the onboard technology on the ship, and although during sea trials this worked perfectly, a potential issue had been identified with every effort being made to resolve it. Technicians worked on the ship whilst she was at anchor with departure for Liverpool following on 18th July. The ship's next cruise had already been cancelled. The ship was purchased during Carnival Group's fleet reduction in 2020 having previously been Holland America Line's Rotterdam.

Sistership Bolette (62,735gt/built 2000) made her first departure from Rosyth for the open sea on 23rd July bound for Dover (above) leaving just the 43,537gt/1988-built Balmoral and 24,344gt/1993-built Braemar laid up on the Firth of Forth. The ship was previously Holland America Line's Amsterdam. The 1,338-guest ship was named after the great-great-grandmother of company Chairman Fred. Olsen Junior. She will welcome her first guests for her Maiden Voyage on 16th August.

NEW INCARNATION OF A FAMOUS NAME DELIVERED

Fincantieri

Holland America Line took delivery of the 99,500gt/2021-built Rotterdam on 29th July, officially making her the 11th ship in the fleet. The handover ceremony took place at Fincantieri's Marghera shipyard in Italy. Upon delivery, the Rotterdam remains in non-guest operations until her transatlantic crossing on 20th October from Amsterdam to Fort Lauderdale, where she will then begin her maiden season in the Caribbean. Naming ceremony details had not been finalised and will be announced at a later date. The ship is the third vessel in the Pinnacle Class series and the 7th ship to bear the name for Holland America Line. The Rotterdam will carry 2,668 guests.
The ship's name has a rich history with Holland America Line with the company's first ship of that name sailing on her maiden voyage from The Netherlands to New York on 15th October 1872, and led to the founding of the company on 18th April 1873.

The Rotterdam II (above) was built in 1878 for British Ship Owners Co. and purchased by Holland America Line in 1886. The Rotterdam III came along in 1897 and was with the company until 1906.

The fourth Rotterdam (above) joined the fleet in 1908 and also served as a troop carrier when World War I ended. Following the war, she made regular cruises from New York to the Mediterranean. The Rotterdam V, also known as The Grande Dame, set sail in 1959 and began sailing transatlantic crossings with two classes of service. She later converted to a one-class ship in 1969 and sailed with Holland America Line for 38 years until 1997, including several Grand World Voyages, and currently is a hotel and museum in the city of Rotterdam. The 61,849gt/1997-built Rotterdam VI, the most recent to cruise for Holland America Line, was introduced in 1997 as the first ship in the R Class and is now Fred. Olsen Cruises' Borealis. The Rotterdam VII is the 17th ship constructed for the brand by Italian shipyard Fincantieri.

DISPUTE BRIEFLY PUTS SAILING SHIP IN THE DOLDRUMS

Andrew Cooke

On 15th July the stunning 8,784gt/2019-built sail cruise ship Golden Horizon, operated by Suffolk-based Tradewind Voyages, was arrested in Dover at the request of Star Clippers, the Monaco-based cruise operator that originally ordered the vessel. The Golden Horizon was originally designed and built at Brodosplit for Star Clippers, who did not take delivery of the vessel due to delays and financial issues at the shipyard. Court actions followed, awarding Star Clippers and Owner Mikael Kraft €13 million in damages, according to Croatian news reports. The action on 15th July was to secure a €7 million payment from the Brodosplit Group. During the brief dispute, the Golden Horizon was moved from Dover's Cruise Terminal 1 to the port's Eastern Arm. The ship's first itinerary from Dover was 15th-19th July, to Torquay and then back via a debut in the Solent and to Cowes on 18th July. Prior to this a shakedown trip had operated to the Kent port from Portland on 13th July. However, the arrest in Dover delayed departure until 16th July but the ship still got to Torbay and Cowes with her intending passengers. The official inaugural voyage departed from Dover on 19th July, returning on 24th July, with calls to Cowes and Plymouth. The maiden call at Poole was made on a rather overcast and damp 12th July. The ship also offered a 7-night Staycation cruise from 24th July ex-Dover and a Cowes Week Taster 31st July-4th August which concluded at Harwich prior to a longer 10 night England and Islands cruise. On 28th August a relocation to the Mediterranean was scheduled via a voyage to Lisbon and then various itineraries through the Med in September/October.

PARTNERSHIP FOR A WORLD FIRST

On 26th July the Cruise Division of MSC Group, Fincantieri and Snam announced the signing of a Memorandum of Understanding (MoU) to jointly determine the conditions for the design and construction of what would become the world's first oceangoing hydrogen-powered cruise ship.

On a busy day for MSC Cruises, the company also took delivery of the 169,380gt/2021-built MSC Seashore on 26th July, the largest cruise ship to be built in Italy. Sister ship MSC Seascape is currently under construction at the Monfalcone shipyard and is due to enter service in winter 2022. An intimate ceremony was held to mark the occasion as tradition dictates at the Fincantieri shipyard in Monfalcone and was attended in person by MSC Cruises Executive Chairman Pierfrancesco Vago, other members of the Aponte and Aponte-Vago families, Giampiero Massolo and Giuseppe Bono, Chairman and CEO of Fincantieri, as well as representatives from MSC's newbuilds team along with executives and workers from the shipyard.

MSC Seashore has received two additional class notations from the classification society RINA. The first is the Sustainable Ship notation as the vessel features some of the most advanced environmental technologies currently available. This is a goal-based notation assignable to ships that demonstrate they meet sustainability-related requirements, reflecting the strategic sustainability goals adopted by the UN. The second is the Biosafe Ship notation for infection risk mitigation, achieved also by 181,541gt/2019-built MSC Grandiosa, is a goal-based and voluntary notation that certifies that the ship is equipped with systems, components and has a layout and operational procedures that reduce infection risk.

The MSC Bellissima will be the 8th MSC Cruises' ship to resume sailings. After her summer season at Southampton, MSC Cruises in partnership with Dubai's Department of Tourism and Commerce Marketing (Dubai Tourism), DP World and Emirates Airline, will be holding the naming ceremony for the 181,541gt/2021-built MSC Virtuosa in Dubai on 27th November at Port Rashid.

NEWS IN BRIEF

AIDA's next newbuild, the 2nd Helios Class 183,858gt AIDAcosma, was floated out of the Meyer Werft building hall on 10th July, the company's second LNG-powered cruise ship. The AIDAcosma is the sister to the 183,858gt AIDAnova, which became the first pure LNG powered cruise ship in 2018. The sisterships are 337m long, have 20 decks and 2,600 staterooms. The 3rd Helios Class ship, scheduled for 2023, has now been reassigned to Carnival Cruise Line as part of a fleet review announced in June 2021.

American Cruise Lines' River cruise vessel American Jazz became stuck fast on a sandbar in Lake Barkley, Kentucky, U.S.A on 7th July during a 7-night cruise between Memphis and Nashville, Tennessee. The vessel was carrying 120 passengers and 54 crewmembers. The passengers were transferred from the ship to a Nashville hotel on 9th July. The American Jazz was undamaged and was freed after 9 days of being stranded.

Azamara's 30,277gt/2000-built Azamara Quest departed from the King George V Dock in Shieldhall near Braehead, Glasgow at around 1.30pm on 26th July after 13 months of lay-up in the city. The ship left her fleetmates, the 30,277gt/2000-built Azamara Journey and 30,277gt/2001-built Azamara Pursuit, behind with the company paying tribute to Peel Ports and the local business community for their welcoming approach during the period of inactivity. The Azamara Quest was bound for drydocking in Cadiz, Spain to finalise preparations ahead of her return to service in August with five back-to-back cruises in Greece. The fourth member of the fleet, the former Pacific Princess (30,312gt/built 1999), remains laid up under the temporary identity of P Prince in Civitavecchia. Once refurbished, she will become Azamara Onward and will return to service in 2022.

Cruising Veteran Astoria (16,144gt/built 1948) will, according to reports in Portugal during late July, cruise again. The ship will be towed from Rotterdam to Lisbon to be drydocked at the NavalRocha shipyard. The plan is to operate her on cruises between Lisbon and Funchal on Madeira. Former Portuscale Cruises fleetmate, the 9,563gt/1961 built Funchal, has also been acquired by the same U.S. company and was drydocked in late July in Lisbon, where she has resided since withdrawal. The plan is to use her as a luxury hotel in Lisbon. Only time will tell if these promising ventures actually progress.

MV Werften

Crystal Expedition Cruises' 20,449gt/2021-built Crystal Endeavor (above) departed the MV Werften Shipyasrd in Stralsund, Germany, on 10th July bound for Iceland and her inaugural voyages in the Land of Fire and Ice. The ship departed with a full vaccinated crew and was scheduled for a 15th July arrival in Reykjavik, Iceland before departing again on her inaugural voyage on 17th July, the first in a series of five 10-night voyages circumnavigating Iceland. The ship accommodates just 200 guests in 100 well-appointed all-veranda, all-butler serviced suites, among the largest and most spacious in expedition cruising. The Crystal Endeavor's maiden voyage took place 17th-27th July.

Fincantieri and the MSC Group announced on 8th July the signing of a contract for the construction by Fincantieri Infrastructure Florida of a new mega cruise terminal at PortMiami, the cruise industry's hub in North America and the Caribbean. The new terminal reflects an investment of approximately €350 million and will be made up of a multi-level central body to serve as many as three latest generation ships at the same time, with up to 36,000 travellers transitting every day. Designed by the award-winning global architecture firm Arquitectonica, it is due to be completed by December 2023.

Hebridean Island Cruises' 2,112gt/1964-built Hebridean Princess migrated to England and Wales for summer 2021 after her home nation banned all planned domestic cruise calls until at least September. The vessel was based at Cardiff and Portland in July and August with a return to sailing in Scotland planned for 3rd September. Typically, after itineraries were changed, Scotland lifted the cruise ban on 19th July!

Lindblad Expeditions

Lindblad Expeditions officially launched the newest addition to their fleet, the 12,786gt/2020-built National Geographic Endurance (above), at a quayside christening ceremony in Reykjavik on 23rd July, the first christening of an international vessel in Reykjavík Harbour. Named to honour the explorer Ernest Shackleton, the National Geographic Endurance embodies "every innovation and concept Lindblad Expeditions has developed in more than 50 years of pioneering expedition travel".

MSC Cruises' 65,591gt/2003-built MSC Lirica departed from the Palumbo Shipyard in Malta in late July without the damage caused by the lifeboat fire in March having been repaired following the incident in Corfu. Questions were then being asked as to why, and did this indicate any doubts over the ship's future? Time will tell.

Noble Caledonia's 4,200gt/1992-built and 118-passenger capacity Island Sky became the first cruise ship since the start of the pandemic in early 2020 to call at a Scottish port. The ship arrived at Lerwick on 19th July, the day that the Scottish Government lifted the coronavirus-related ban on cruise ships carrying UK citizens visiting Scottish ports.

Norwegian Cruise Line's 93,558gt/2006-built Jewel Class ship Norwegian Jade became the first NCL ship back in service on 25th July when she departed from Piraeus on a Greek Islands itinerary.

Paul Gauguin Cruises cancelled its resumption of cruises with the 19,170gt/1997-built Paul Gauguin in July and August due to the international health situation and the remaining complexities of travel to/from French Polynesia. The company now intends to restart on 28th August.

Phoenix Seereisen's former cruise ship Albatros (28,518gt/built 1973) was announced as having been sold by her owners, Egyptian Swiss Co. for Tourism, Hurghada, for scrap after yet another plan to use such a ship as a floating hotel came to nothing. Renamed Tros, the ship was expected at Alang for disposal on 27th July. The ship was announced as sold to the Pick Albatros Group in 2020 but, once at Hurghada, there had been little or no progress. Built as the Royal Viking Sea for Royal Viking Line, she was the last of the Royal Viking Star Class trio. The 28,372gt/1973-built Boudicca (ex-Royal Viking Sky) was already at Aliaga being dismantled when her sister's fate was confirmed whilst the 28,613gt/1972 built Black Watch (ex-Royal Viking Star) was still awaiting her fate at Pendik, Tuzla, in Turkey where both she and the Boudicca went after being sold for use as accommodation vessels - another failed project.

Ponant's latest newbuild, the first-ever hybrid-powered polar exploration vessel propelled with LNG with ice-breaking technology was delivered by the VARD Shipyard in Norway, part of the Fincantieri Group. The 31,283gt/2021-built Le Commandant Charcot shares her birthday with the Cruise News Editor (albeit 50yrs apart!) and the unique and state-of-the-art electric hybrid exploration vessel was developed by Ponant, Stirling Design International, Aker Arctic and VARD. The vessel is specially designed to bring passengers to discover the polar world's extreme unexplored lands such as the geographic North Pole (90 degrees North Latitude), the Weddell Sea,

the Ross Sea and Peter I Island. The ship, classified as Polar Class 2, will fulfil the highest standards for environmentally friendly and safe operations. The dual fuel propulsion ship features high-capacity batteries and LNG storage onboard, is 150m long with a 28m beam and can accommodate 245 passengers in 123 staterooms, in addition to a crew of 235.

Princess Cruises delivered some humanitarian aid to the Cyprus rescue centre in early July after the Mediterranean island was struck by mass-scale wildfires. The blazes broke out on 3rd July in the Troodos Mountains and were brought under control two days later. More than 50 homes were destroyed as a result of the fires with a 67-year-old man being arrested on suspicion of starting the blazes. The ship delivering the goods was believed to be the 145,281gt/2020-built Enchanted Princess, which has been at anchor off Cyprus.

Nigel Lawrence

On 23rd July the 145,281gt/2019-built Sky Princess docked at Southampton on her inaugural visit to the UK (above). The 3,660-guest MedallionClass ship then commenced Summer Seacation cruises from Southampton on 30th August, with sister Regal Princess (142,714gt/built 2014) departing first on these itineraries from 31st July.

Riviera Travel has cancelled the 6,752gt/1990-built Seaventure's sailings this year due to uncertainty over Scottish cruise restrictions. This was particularly disappointing for the company given the popularity of the cruises, which sold out in a matter of weeks following their launch earlier in 2021. Affected guests are being offered options for 2022 instead. The ship herself has been overhauled at Antwerp.

Royal Caribbean International first returned to service in December 2020 when the 168,666gt/2014-built Quantum of the Seas began sailing short cruises out of Singapore. In July the company confirmed that, after more than 60 cruises, there had been zero occurrences of COVID-19 aboard the ship. More than 82,000 guests had taken a cruise on the ship since she returned to service. The new health and safety protocols on the ship, that include pre-departure wellness screenings using gold-standard PCR tests, contactless embarkation and disembarkation, and enhanced HVAC filtration systems and sanitisation appear to be working very well indeed. All guests must also take a SARS-CoV-2 test within 48 to 72 hours prior to boarding and obtain a negative result. Royal Caribbean contacts guests 10-14 days prior to the cruise so they can register and book their test. Onboard the ship, guests are required to wear face masks unless actively eating/drinking or in their stateroom. Exceptions include swimming in pools, using the jogging track, and fitness classes at the Vitality Spa and Fitness Centre.

The first large cruise ship since the 2019 Alaska cruise season to call at Ketchikan, Alaska, arrived on 9th July in the form of the 90,090gt/2003-built Serenade of the Seas, thus ending the cruise drought. At the same time, 90,090gt/2004-built sister vessel Jewel of the Seas embarked on a 2 night preview sailing from Limassol, Cyprus ahead of her inaugural cruise on 10th July that marked the start of the limited summer series of 7 night itineraries to the Greek Isles. The Alaska cruising scene was further boosted when Celebrity Cruises' 91,011gt/2000-built Celebrity Millennium departed from Seattle on 23rd July, Holland America Lines' 86,273gt/2010-built Nieuw Amsterdam sailed from the same port on 24th July with Princess Cruises' 144,216gt/2017-built Majestic Princess following a day later.

Scenic Luxury Cruises' 17,545gt/2019-built Scenic Eclipse departed from the company's Croatian shipyard, part of the Maj 3 Shipyard in Rijeka, for the first time in more than a year in July bound for Saudi Arabia and a 5-month charter season based in Jeddah on the Red Sea coast. The plan is to make selected sailings October-December open to international guests to experience the rich Saudi heritage.

Silversea gave the 17,235gt/1995-built Silver Wind a major upgrade in December 2018 but a second refurbishment will see her benefitting from a strengthened to ice-class hull and will make her one of the most adaptable ships in the fleet, able to switch from cruising the Polar Regions the ports of the Mediterranean with ease. The 274-passenger capacity ship was sent to the Remontowa shipyard in Gdańsk for the transformation.

Silversea

The company christened the new 40,844gt/2020-built Silver Moon in Piraeus on 28th July with the company saying that it was the first ultra-luxury cruise ship to set sail following the pandemic, The Silver Moon embarked upon her inaugural season from the Greek port on 18th June, undertaking a series of 10 day voyages in the Greek Isles. Following maritime traditions, Reverend Father Ioannis Patsis, Vice President of Caritas Hellas, blessed the vessel, before the ship's Godmother, Gaia Gaja, of the Italian Gaja Winery, broke a bottle of champagne on the ship's bow.

Nigel Lawrence

Virgin Voyages has cancelled more cruises aboard the 108,192gt/2020-built Scarlet Lady (above) 22nd September-1st October, which were to be the ship's rescheduled maiden itineraries from Miami. The 108,192gt/2021-built Valiant Lady was due to enter service in the U.S.A. on 14th November but this has been deferred until 1st May 2022. The Scarlet Lady's debut in the U.S.A. is now due to be on 6th October 2021. On 21st July Virgin Voyages unveiled the second design for the mermaid that will adorn the bow of the Valiant Lady. The new mermaid celebrates the strong, beautiful, friendly and modern embodiment of a black American woman. The Valiant Lady's inaugural, pre-summer 2022 voyages also officially opened for booking that same day. The ship's first passenger voyage will depart Portsmouth on 18th March, a weekend cruise to Belgium. Other itineraries from Portsmouth will take the ship to destinations including Málaga, the Canary Islands and Lisbon.

Windstar Cruises announced on 16th July that it had resumed cruising that week in French Polynesia/the Islands of Tahiti with vaccinated guests and crew aboard the 5,736gt/1988-built and 148-passenger Wind Spirit, meaning that 50% of the company's six yacht fleet is now back cruising. Windstar's operations are returning in a phased manner, with the 5,703gt/1986-built Wind Star resuming on 19th June in Greece and the 12,969gt/1989-built Star Breeze began sailing in the Caribbean on 10th July, both with vaccinated guests and crew. The 14,745gt/1989-built Wind Surf returned to operations in Greece on 8th August followed by the 12,969gt/1992-built Star Legend in Northern Europe on 4th September and the 9,975gt/1988-built Star Pride in the Caribbean from 3rd November 2021.

THE E-FLEXER TAKEOVER

On 21st July Brittany Ferries confirmed that a 4th and 5th example of the Stena Ro-Ro E-Flexer ships would be joining the fleet. The Galicia, Salamanca and Santoña will be joined by a newbuild for the Portsmouth-St. Malo service and a newbuild for the Portsmouth-Caen (Ouistreham) service, Due to the restrictions of both French ports, these E-Flexers will be the first examples of a shortened 194.7m long version and will also be equipped with hybrid LNG/battery power and shore power capabilities. The ships will be taken on a 10 year charter from Stena Ro-Ro with purchase option after 4 years. The investment is supported by shareholders and the Brittany (SOMABRET) and Normandy (SOMANOR) regions.

Andrew Cooke

Of course, this news confirms that time is limited to enjoy the 24,534gt/1989-built Bretagne (above) and the 27,541gt/1992-built Normandie from Portsmouth. It will be a sad day to see these two fine ships withdrawn and it will also mark the end of an era when Brittany Ferries' ships each had their own identities instead of being "off the shelf" designs.

The new Spanish route E-Flexers also mark the first time the fleet has featured sisterships. The Portsmouth-Caen ship, dubbed Normandie II, will be yard no. NB 275, will be the 11th E-Flexer and is due to be delivered in late 2024 whilst the Portsmouth-St. Malo ship, dubbed Bretagne II, will have a shipyard number of NB 278, will be the 12th E-Flexer and is scheduled to be delivered in late 2025.

The Normandie was due to be replaced by the Honfleur, a project that ended in cancellation of the ship, hence the move to replace the Normandie first even though she is the younger ship. The duo will be the first hybrid propulsion E-Flexers, fitted with two conventional LNG fuelled 13,740kW main engines that drive 2 propellers via gearboxes. These gearboxes will also each be connected to an electric motor. The motors charge battery banks (10MWh overall) aboard the ship whilst the ship is running in engine-only mode by running in reverse with this power then being used to either assist the main engines, or in standalone mode without engine assistance for complete emissions free operation if charge is sufficient. Battery-only propulsion can push the ship along at speeds of up to 17.5 knots. It is also possible to drive both propellers with a single motor and no engine assistance. The Normandie II will be able to accommodate 2,517 lanemetres of traffic, of which 1,388 lanemetres are intended for tourist cars whilst the freight capacity is 120 units. The Normandie II will have less cabin accommodation than the Bretagne II (220 cabins), with more space provided for vehicles instead, reflecting the different demands of the two routes.

Nigel Lawrence

The news of the new ships was accompanied by a confirmation that the 22,308gt/2007-built Cotentin (above) will be rebuilt as a Ro-Pax so as to replace the 20,133gt/1992 built Barfleur on the Poole-Cherbourg service. The work will bring the ship up to a similar capacity as the 29,468gt/2009-built Armorique. The latter re-opened the Portsmouth-St. Malo service in July.

On the same day as the additional Brittany Ferries E-Flexers were announced, Marine Atlantic in Canada confirmed that it had entered into an agreement to charter a new E-Flexer ship on a 5-year charter with Stena Ro-Ro, with an option to purchase the vessel. The ship will be delivered in 2024, following on from Brittany Ferries' Santoña in 2023. The new E-Flexer will replace the 30,285gt/2002-built Atlantic Vision (formerly the Superfast IX) or the 18,523gt/1991-built Leif Ericson, ex Stena Challenger.

GRIMALDI EXPANDS

Grimaldi Group

The 67,311gt/2021-built Eco Catania, Grimaldi Group's 5th giant green Ro-Ro ship was christened on 7th July in her namesake city of Catania, Sicily (above). After the event, the Eco Catania began to serve the ports of Genoa, Livorno, Catania and Malta, joining 67,311gt/2021-built sister vessel Eco Livorno, which is already in service on the same route.

On 19th July Grimaldi Group announced that, following the signing of the Memorandum of Understanding (MoU), it had reached a definitive agreement with the Armas Trasmediterránea Group for the sale of the Spanish group's assets to the Italian shipping company. The Neapolitan Group will purchase ships and port terminals to serve the routes between the Spanish peninsular and the Balearic Islands. The agreement, signed in Madrid, provides for the acquisition of 5 ferries by Trasmed GLE, the new Spanish company of the Grimaldi Group, whilst the company HQ will be located in Valencia. The vessels acquired by Trasmed GLE to serve these lines are the 27,105gt/2007-built Ciudad de Palma, the 26,916gt/2001-built Ciudad de Granada, the 22,152gt/2000-built Ciudad de Mahón, the 29,514gt/2011-built Volcán del Teide and the 19,976gt/2008-built Volcán de Tijarafe. These will be joined by the Grimaldi Group-owned 33,588gt/1994-built Euroferry Egnazia. The operation also provides for the hiring of Armas Trasmediterránea's personnel, which implies the preservation of jobs. The bank Mediobanca assisted the Grimaldi Group by insuring a loan of approximately €160 million to the new Spanish company Trasmed GLE. The ships taken over will carry a revised Grimaldi livery (blue hull) with Grimaldi Trasmed on the hulls.

Grimaldi Group

On 23rd July Grimaldi announced that, just a few weeks after its launch (May), the Ro-Ro feeder service between Belgium and Ireland was being enhanced with a new call in Zeebrugge from 24th July. With this new schedule, the service offers two departures a week from Zeebrugge and one from Antwerp to Cork and vice versa. The vessel deployed on the Zeebrugge-Antwerp-Cork service is the 32,825gt/2012-built Eurocargo Bari (above), which is 200m with a beam of 26.5m and a service speed of 23 knots. She can transport 3,850 lanemetres of rolling freight and 200 cars.

CALMAC PROBLEMS

Nigel Lawrence

CalMac chartered 7,606gt/1998-built Arrow (above) from 19th July until 7th September to support the freight services between Ullapool and the Isle of Lewis. The ship took over the 8,680gt/2014-built Loch Seaforth's evening freight sailing 6 days a week, allowing the latter to offer additional passenger sailings. However, the Arrow was en-route to Belfast on 25th July following an oil leak in her propulsion system caused by a fishing rope becoming entanglement around a propeller. She arrived at Harland & Wolff two days later having only completed 5 sailings between Ullapool and Stornoway on her new charter but was heading back to Stornoway again on 1st August. On 21st July the 499gt/2016-built Catriona, the 169gt/1977-built Isle of Cumbrae and 3,504gt/1989-built Lord of the Isles were all struck with technical issues that caused the suspension of vital island services. The most serios issue, a propeller defect, befall the Lord of the Isles, which went to Kennacraig for repairs. A knock-on effect of this saw services between Uig on the Isle of Skye to Tarbert on the Isle of Harris cancelled. The Loch Seaforth and 5,506gt/2001-built Hebrides offered additional Ullapool-Stornoway/Uig-Tarbert to help with the loss of capacity and sailings. The Catriona's problem caused a few hours' disruption on the Clanoaig to Lochranza service on 21st July whilst an oil leak put the Isle of Cumbrae out of action on the Tarbert-Portavadie service for a while. Prior to this, the 206gt/1986-built Loch Riddon had broken down on 17th July on the

Millport-Largs service after gearbox trouble. The 206gt/1986-built Loch Linnhe was eventually brought in as a back-up 3 days later. If only the plan to charter the Pentalina had been allowed to proceed, that would have been a huge help to the CalMac fleet whilst two unfinished newbuilds sit on the River Clyde.

The 1,599gt/2003-built Coruisk (above) and the 172gt/2001-built Argyll Flyer were also sidelined with technical issues on separate occasions during July.

NEWS IN BRIEF

Adria Ferries has chartered the 33,967gt/1981-built cruiseferry Saga, ex Stena Saga (above), for service between Ancona and Durrës, Albania. The original plan for the Saga seemed to fall through as she was anchored off Gibraltar for some time after arrival from a long period of lay-up in Uddevalla, Sweden, but at least she has now found work. The Bari-Durrës service is not a possibility for the ship until the port is dredged.

BC Ferries' newbuild Island 3 (temporary name) arrived in Victoria on 22nd July having departed from Damen Shipyards Galati in Romania on 19th May to complete a 64 day/10,700 nautical mile transatlantic journey to Canada. The Island 3 is one of six in her class that is equipped with batteries for full electric operation in the future. The Island 3 and Island 4 will provide a two-ship service on the Campbell River-Quadra Island Route from 2022.

CMA CGM announced on 26th July that it planned to open a new Ro-Ro Short Sea Med service connecting Marseille and Barcelona with Casablanca with the first sailing from Marseille on 24th August. The SSL Med Ro-Ro Service will utilise the 6,809gt/1993-built Aknoul, a 1,200 lanemetre capacity ship.

Condor Ferries' 5,007gt/1997-built Condor Rapide (above) bid farewell to Poole and the UK on 7th July at the start of her delivery voyage to new owners TrasMapi in the Mediterranean.

DFDS's 18,725gt/1996-built Ark Futura returned to service in early July after an extensive 2-month overhaul at Remontowa, Gdansk. The ship operates the Fredericia/Copenhagen-Klaipeda route. This in turn released the 21,005gt/2000-built Maxine to take up her place on the new Calais-Sheerness unaccompanied Ro-Ro service, which began from the French port on the evening of 12th July.

The new 40,331gt/2021-built Stena Ro-Ro E-Flexer Côte d'Opale (above) arrived at Calais for the first time on the morning of 10th July to complete her extended delivery voyage from China. The was greeted by the other DFDS ships dressed overall, and followed into Calais by the ship that she will ultimately replace, the 28,833gt/1992-built Calais Seaways. Her maiden voyage was on 4th August.

The 32,770gt/2017-built Ro-Ro Fadiq concluded her DFDS charter on Gothenburg services in July and departed for the Mediterranean on 20th July for further work between Trieste and Istanbul.

FRS ceased to operate the Huelva-Canary Islands service from 31st July with Naviera Armas taking over the weekly Huelva-Lanzarote-Gran Canaria-Tenerife service. FRS had chartered the 29,514gt/2011-built Volcan de Tinamar from Naviera Armas, and this ship remains on the service.

Norled's 2,699gt/2021-built Hydra has joined her near-sister, the 2,840gt/2021-built Nesvik, on the triangular route between Hjelmeland-Skipavik-Nesvik (Norway). The 82.40m long and 17m beam Hydra is a double ended ferry, delivered by the Westcon as yard Build No. 38 and is the world's first hydrogen powered vessel. She is ready to sail on liquid hydrogen as soon as supply is available, later in 2021. An additional battery package is installed and she has capacity for 80 cars or 10 trucks and 290 passengers.

Polish Ocean Lines has aquired the Alternative Transport owned Ro-Ro ships the 29,004gt/2010-built Qezban (above) and the 29,004g/2009-built Hatche. Both ships have been renamed as Pol Maris and Pol and remain chartered by Stena on the Killingholme-Rotterdam service.

Red Funnel appointed a new Board Chairman on 7th July following Kevin George's retirement from the Board, namely Steve Ridgway CBE. Mr Ridgway has extensive experience in the Transport, Aviation and Infrastructure sectors having held roles such as Chairman of Baltic ferry operator Scandlines, Chief Executive of Virgin Atlantic Airways and Chairman of the BTA (Visit Britain and Visit England).

Seajets have reportedly purchased the rebuilt 7,657gt/1975-built Azores Express and will rename her the Aqua Star. The ship is better known as the St. Eloi, King Orry and Moby Love.

Tallink's new 50,000gt/2022-built shuttle ferry Mystar was floated out and christened on 12th August at Rauma Marine Constructions' shipyard in Rauma. The ship's sponsor was the President of Estonia Kersti Kaljulaid. On 1st August the 58,376gt/1990-built Silja Serenade reopened her Helsinki-Stockholm service with the 58,377gt/1991-built Silja Symphony doing likewise on 27th August following her special domestic cruises to Visby, Ystad and the coast of Sweden. The 59,912gt/1993-built Silja Europa also joins the 36,249gt/2007-built Star and 49,134gt/2017-built Megastar on the Helsinki-Tallinn service whilst the Turku-Åland-Stockholm route is back in the hands of the 48,915gt/2998-built Baltic Princess and 48,915gt/2006-built Galaxy every day.

TT Line's Green Ship 45,000gt newbuild Nils Holgersson was joined afloat by her sistership Peter Pan when launched on 12th July at the Nanjing Jinling Yizheng facility in China. Both ships now occupy the fitting out quay. Designed by OSK-ShipTech, the LNG-powered sisterships are 229.4m long with a 31m beam and capacity for 4,600 lanemetres of rolling cargo on 4 decks (200 trucks) as well as 800 passengers. Two MAN 6L51/60DF and two 8L51/60DF main engines with a combined output of 29,400kW will give the vessels a 22-knot speed. MAN Cryo have supplied the twin Type C LNG Tanks, which each have a capacity of 500m³, and these are located beneath the main freight deck.

Wallenius SOL's newbuild, the world's largest ice-rated multi-fuel Ro-Ro vessel was launched at the CIMC Raffles shipyard in Yantai, China on 9th July. The two ships are expected to be named Baltic Enabler and Botnia Enabler.

Wightlink's 8,041gt/2018-built Victoria of Wight (above) made heavy contact with the linkspan at Fishbourne upon arrival on the 1300 sailing from Portsmouth on 26th July. Some damage to the bow ramp was caused but there were no reports of any injuries. The ship was subsequently withdrawn from service for inspection and the service was left with a 2 ferry shuttle service in the hands of the 5,952gt/2001-built St. Clare and 3,009gt/1990-built St. Faith right at the beginning of the summer school holidays. The vessel had also spent a period out of service in June/July fafter an engine failure.

ELEANOR ROOSEVELT

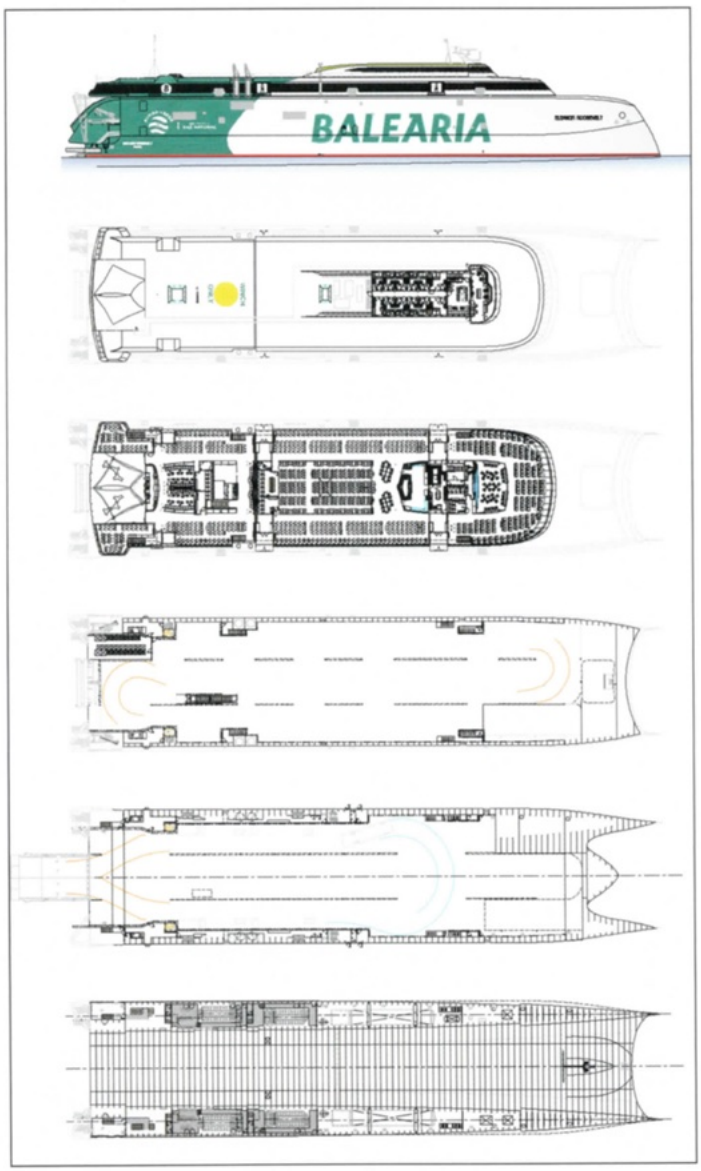
Incat Crowther has an impressive array of fast ferry designs in its portfolio and its largest yet is the Incat Crowther 123 passenger and vehicle catamaran, delivered to Spanish ferry operator Balearia in May 2021. The Marine Engineering Design company was created from a merger of Incat Designs (Sydney) and Crowther Designs in 2005. Crowther Designs had a history in catamaran, trimaran and commercial vessel design whilst Incat Designs (Sydney) was formed in 1988 with its roots going back to 1977 when a partnership, namely International Catamaran Pty Ltd., was formed to design and build catamarans in Tasmania. This combination made significant advances in fast powered catamaran technology culminating in the wave piercing catamarans. In early 1988, the shipyard partnership was mutually terminated and a design-only company was formed, later to become Incat Designs (Sydney) whilst the other partner from International Catamaran Pty Ltd. was Robert Clifford, who then commenced designing and building under a new company, Incat Tasmania Pty Ltd. Worldwide, over 600 vessels built to Incat Crowther designs have been delivered to date with examples in the U.K to be found serving Red Funnel Ferries (363gt/2016-built Red Jet 6/363gt/2018-built Red Jet 7) and members of the Uber Thames Clippers fleet including the 172gt/2019-built Venus Clipper.

FIRST LADY

The new ground-breaking vessel was ordered by Spanish ferry operator Baleària, which is the trading name for Baleària Eurolíneas Marítimas S.A. The company operates passenger ferry services in the Mediterranean and Caribbean and was founded by Adolfo Utor Martínez in 1998. In The Mediterranean services include domestic routes within Spain to the Balearic Islands (Mallorca/Menorca/Formentera/Ibiza) from Dénia, Valencia and Barcelona plus international services across the Strait of Gibraltar from Algeciras to Ceuta and Tangier in times when there are no pandemic restrictions or political squabbles. Baleària also operates a regular international ferry service between the port of Fort Lauderdale, Florida in the U.S.A and Freeport, Grand Bahama Island, Bahamas. The number of vessels in the fleet fluctuates but in 2021 fleet strength was 24 for the European and USA operations combined. The fast ferry newbuild was ordered in October 2018, formally announced on 1st November 2018 and was unveiled at the FITUR international tourism fair in Madrid in January 2019. The striking profile of the Incat Crowther 123 design reminds the Writer of the Stealth Ship (Sea Dolphin II), a fictional radar and sonar resistant catamaran-style stealth vessel constructed by media mogul Elliot Carver, the villain in the 1997 James Bond film Tomorrow Never Dies. This vessel had herself been inspired by the hi-tech stealth vessel built by the U.S Government in 1984, was named Sea Shadow. She undertook stealth characteristic trials for future naval programmes and it was 9 years before her existence was revealed to the general public. There are also shorter versions of this design in operation/in-build from Austal in Australia. The very first was Molslinjen's 11,345gt/2019-built Express 4 (Hull 393/Auto Express 109 design), larger 115m and 13,859gt/2022-built sister vessel Express 5 (Auto Express 115 design), Trinidad & Tobago's 6,542gt/2020-built A.P.T James (Hull 397/Auto Express 94 design) and the 11,888gt/2021-built Fjord FSTR (Hull 419/Auto Express 109 design). Besides being the first 123m long variant (stated as the world's longest fast ferry), the Balearia newbuild would also be the world's first very large catamaran Ro-Pax ferry powered by dual-fuel reciprocating engines. To add to the 'Firsts', the €90 million ferry had the name Eleanor Roosevelt bestowed upon her as a tribute to the writer, gender equality activist and advocate for the civil rights of African and Asian Americans and refugees from World War II that was Anna Eleanor Roosevelt (11th October 1884-7th November 1962), an American political figure. She served as the First Lady of the U.S.A from 4th March 1933 to 12th April 1945 during her husband President Franklin D. Roosevelt's four terms in office, making her the longest-serving First Lady of the U.S.A. She also served as United States Delegate to the United Nations General Assembly 1945-1952. The Eleanor Roosevelt is Balearia's 6th ship to pay tribute to pioneering women in their respective disciplines, in accordance with their commitment to one of the sustainable development goals, equality and the empowerment of women.

The other fleet members to carry names in this series are as follows:

- The 5,989gt/1999-built **Cecilia Payne**, named after the Anglo-American astronomer and astrophysicist Cecilia Payne (born 1925), whose thesis was a major breakthrough in the study of the stars, as she was the first person to determine that they are composed primarily of hydrogen. This Austal-built craft was previously Irish Ferries' Jonathan Swift.
- The 26,375gt/2010-built **Hedy Lamarr**, named after the Austrian woman who invented the first version of the spread spectrum that enabled long-distance wireless communications. She was also an actress and director. This Ro-Pax ship was previously the Visemar One.
- The 28,658gt/2019-built **Hypatia de Alejandria**, named after the philosopher Hypatia, a native of Alexandria in Egypt, and a teacher at the city's Neoplatonic school. She excelled in astronomy and mathematics, and improved the design of the ancient astrolabes, instruments for determining the position of the stars, which were widely used in navigation.
- The 28,658gt/2019-built **Marie Curie**, sister to the Hypatia de Alejandria, was named after the famous scientist, born as Maria Skłodowska on 7th November 1867 in Warsaw, Poland. Her work included the discovery of polonium and radium.
- The 33,958gt/1999-built Ro-Pax **Rosalind Franklin** carries the name of the outstanding English scientist who, thanks to her chemical research into the structure of DNA, contributed to significant breakthroughs in genetics. The ship was built as the Stena Seapacer 1 and became Finnlines' Finnclipper before charter to Balearia in 2018.



A NEW CHAPTER

The 12,262gt, 28m beam and 3.79m draught Eleanor Roosevelt sets a benchmark for future large fast ferry newbuilds with her environmentally friendly credentials, with the task of constructing this groundbreaking vessel being awarded to the Astilleros Armon Gijon, S.A. shipyard in, you guessed it, Gijon, Spain. The keel laying took place in late June 2019 with the launch following on 20th September 2020. Astilleros Armon has been involved in shipbuilding since 1963 at their headquarters in Navia. The shipyard in Gijon has been part of the Armon Group since 2011. The facility covers a total of 148,000m^2, of which 12,260m^2 are covered workshops and 9,641m^2 are offices and storage spaces. There is a floating outfitting basin with 2 quaysides (222m and 239m in length) plus 2 dry docks measuring 170m x 25m and 124m x 17m. Also on site are 2 outfitting slipways and a steel workshop with an automated panel line. The Armon Group has other yards in Burela (1992) and Vigo (1999). Sea trials for the Eleanor Roosevelt commenced on 3rd March 2021 prior to handover on 26th April 2021. The vessel departed from the shipyard on 26th April 2021 bound for Dénia to prepare for service. A service debut on the Dénia-Ibiza-Palma was made on 1st May. The voyage from Dénia to Ibiza is 124.10km (2 hours), from Ibiza to Palma the distance is 131.50km (2 hours) whilst a Dénia-Palma voyage would be 233.40km. The journey time from Dénia to Palma and vice versa is 5 hours as the schedule is via Ibiza, so 2 hours per leg and a 1 hour turnaround at Botafoc Dock, Ibiza. Once in service, the Eleanor Roosevelt became the 7th ship in the fleet to be fuelled by LNG with Baleària also heralding the vessel as the world's first fast vehicle ferry to use LNG. Baleària has been working on LNG-related projects since 2012 and is a founding member of the Iberian Association of Natural Gas for Mobility (GASNAM). The company has invested €200 million in the construction of the eco-efficient smart Ro-Pax vessels Hypatia de Alejandría and Marie Curie, which became the first gas-propelled Ro-Pax ferries operating in the Mediterranean Sea. Baleària also instigated a project to convert 6 of its vessels to LNG operation. The total investment in this retrofit is €72 million, with 20% funded by European Union Connecting Europe Facility (CEF).

The ships involved include the 23,975gt/2002-built Nápoles and the 29,670gt/2010-built Abel Matutes. The use of LNG implies a considerable reduction in emissions (with an immediate improvement in air quality and the greenhouse effect) and noise pollution. Specifically, CO_2 emissions are reduced by 2%, NOx emissions by 85%, and sulphur and particulate matter are eliminated. It should also be noted that it is highly unusual for a large catamaran of this type to be built in Europe with the last such project of any size surely being Stena Line's HSS 1500 and HSS 900 craft in the 1990s. Generally, highspeed vehicle ferries are delivered from Australia and, more recently, the Philippines and Vietnam. So, this new chapter potentially shines a spotlight on a new local market option for European operators seeking aluminium ships that are both large in terms of size and complexity. Astilleros Armon has demonstrated that by using modern, modular construction techniques a newbuild of this type can be produced with a high level of technical capability, capacity and superb build quality. The Eleanor Roosevelt is powered by 4 highly efficient Wärtsilä 16V31DF dual-fuel engines that drive a quartet of LJX 1500 Wärtsilä waterjets. Each main engine has an output of 8,800kW at 765rpm and the service speed is 35 knots. The 16V31DF units are each 8.96m long with a width of 3.46m and a height of 4.79m. They have a 310mm bore, a 430mm stroke and weigh 93.20 tonnes. The use of LNG fuel combined with Incat Crowther's latest-generation hull form offers relatively low fuel consumption for a vessel of this size. The Wärtsilä LNGPac fuel gas storage and supply system is also fitted. The two LNG tanks allow the vessel to travel 400 nautical miles without refuelling. The range is increased to 1,900 nautical miles in dual-fuel (LNG/diesel) mode. Onboard power is provided via two 130ekW (diesel) and two 344ekW (LNG) generators. Motion whilst at sea has been reduced with the latest incarnation of Incat Crowther's proven hull form, coupled with an operation-specific centre bow design. A

retractable centre T-foil is also used to smooth the ride, whilst a suspended and isolated superstructure provides ultra-quiet passenger spaces. Real-time vessel monitoring has been installed to monitor the actual fuel consumption and/or calculate the efficiency of the engines. The installation of sensors also provides real-time information to be able to navigate efficiently, as well as adjust speed and heading to increase comfort according to the state of the sea. This is the third of the company's ferries that has this monitoring system, part of the Baleària control tower project, which will use data to make quick and efficient decisions in the areas of safety, preventive maintenance, machinery optimisation and emissions.

ADAPTED INTERIORS

The passenger spaces aboard the Eleanor Roosevelt were developed by Oliver Design of Spain and are divided into dedicated zones, offering facilities such as multiple bars, a market and a food court, children's area and outdoor terrace. Leading off the upper vehicle deck is an area housing 60 kennels to allow travellers to bring their pets, with kennel monitoring via a smart phone app plus relaxing music and pheromones to calm the pets during travel. Onboard services are digitised to turn the vessel into a smart ship. Passengers can access the ferry by means of a QR code that they will receive via WhatsApp, with the indication of the assigned seat number. During the entire journey, passengers have Internet service and WhatsApp coverage for text messages and can enjoy a free digital entertainment platform from their mobile devices. In the design of the interiors, the amplitude of the spaces and the separation between seats have prevailed with the layout being further adapted to better suit the requirements of the pandemic in terms of distance between seats and wider aisles, prerequisites that nobody could have imagined when the vessel was ordered in 2018. Delivery was originally expected in 2020 but design changes and the challenges of the LNG equipment and the pandemic saw this delayed to 2021, and very wisely too. A choice of an escalator, stairways or an elevator take passengers to the public areas from the vehicle decks where they find an array of bright seating areas. Situated forward is the large VIP 'Freedom Lounge' overlooking the bow with larger, padded, reclining seats with footrests. In addition, this area has an exclusive cafeteria for those paying to use this area. The seats have plugs for headphones, a USB plug and a light. In addition, as a novelty, the lounge windows can be made opaque to offer some shade from the Mediterranean sun. The bar area has its own seating and the overall decor is bright with shades of orange and beige. Aft of here is the large 'Equality Lounge' with reclining seating, a food court and bar. The décor here is bright with shades of blue. Moving aft, the Reception Lobby is next, along with a children's area and escalator to the garage decks. Either side of the lobby is the Fraternity Lounge, featuring beige seating and blue décor. Aft of the reception area is a Café counter and seating with through access to the outside terrace deck on the stern. As a novelty, a new gastronomic concept has been created on the outside deck in the form of a food truck in the shape of a fibreglass replica Mercedes van. Either side of the terrace access is an Executive Lounge for the exclusive use of people over 18 years of age. These areas are prepared to be workspaces with tables, USB connection, plugs and audio output for headphones. These rooms are named Sustainability Lounge (port side) and Diversity Lounge (starboard side). Both have direct access to the outer deck and are finished in beige décor. The maximum passenger capacity is 1,200 and beneath this level are two vast vehicle decks capable of accommodating 450 cars or a combination of 500 lanemetres of freight and 250 cars. The trucks can be transported on the main vehicle deck, which has a height clearance of 4.85m, whilst the upper garage is for cars only. The latter is accessed via ramps from/to the main deck with ship to shore access being over the stern ramp at main deck level.

As a sign of the times, there are also electric vehicle charging stations on the vehicle deck. The upper most deck features the forward mounted navigation bridge and behind this is the accommodation for the crew of 21, including cabins and a day/mess room.

TECHNICAL SPECIFICATIONS

Design:	Incat Crowther 123 Dual-Fuel Ro-Pax
Flag:	Cyprus
Port of Registry:	Limassol
Shipyard:	Astilleros Armon Gijon, S.A.
Country of build:	Spain
Ordered:	1st November 2018
Keel Laying:	Late June 2019
Launch:	20th September 2020
Delivery:	26th April 2021
Service Debut:	1st May 2021
Route:	Dénia-Ibiza-Palma.
Yard N°:	G021
IMO:	9863637
Ship Type:	Passenger/Ro-Ro Ship (vehicles)
Class/Survey:	BV I ✠ HULL ✠ MACH, HSC Cat B /Ro-Ro Passenger Ship, Sea Area 4, ✠ AUT-UMS Dual Fuel
Length Overall:	123.30m
Length Waterline:	118.82m
Beam Overall:	28.00m
Hull Depth:	21.00m
Draught (hull):	3.79m
Freeboard:	4,018mm
Gross Tonnage:	12,262
Deadweight:	1,339
Net Tonnage:	3,678
Construction:	Marine Grade Aluminium
Fuel Oil Main:	310,000 litres
Fuel Oil Day:	3,000 litres
LNG:	190m³
Fresh Water:	10,000 litres
Sullage:	6,500 litres
Passenger Capacity:	1,200
Crew Capacity:	21
All cars:	450 cars
Trucks + cars:	500 lanemetres for trucks + 250 cars
Speed (Service):	35 knots
Speed (Max):	40 knots
Main Engines:	4 x Wartsila 16V31DF
	16 cyl - 31.00 cm x 43.00 cm at 750 rpm
Power:	4 x 8,800kW @ 765rpm (35,200kW/47,828 HP)
Propulsion:	4 x Wartsila LJX 1500 waterjets
	Solid Inox (oil -closed) 5.00 at 477 rpm
Generators:	2 x 130ekW (diesel) + 2 x 344ekW (LNG)
Service Speed:	35 knots

Special thanks to Stewart Marler, Marketing Manager at Incat Crowther.

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01275 846178

BERNARD McCALL 1948-2021

It is with very deep sadness that we, Doreen, Iain, Dominic and their families have to tell you of Bernard's very sudden passing this month.

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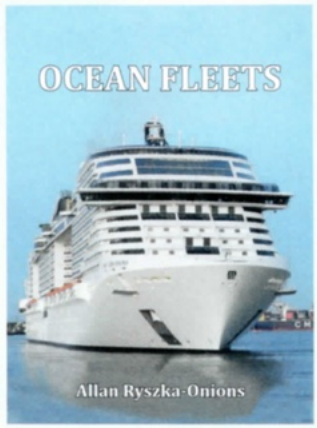

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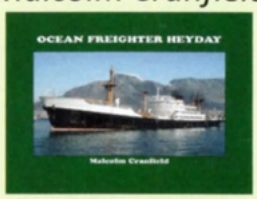

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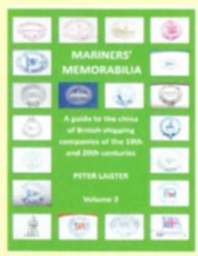

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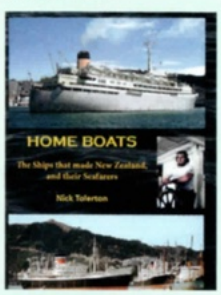

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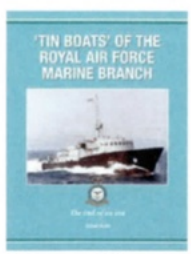

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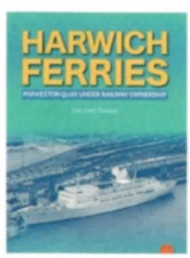

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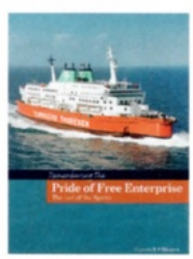

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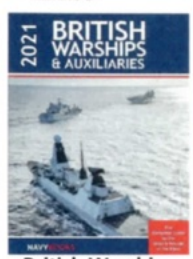

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ORANJE

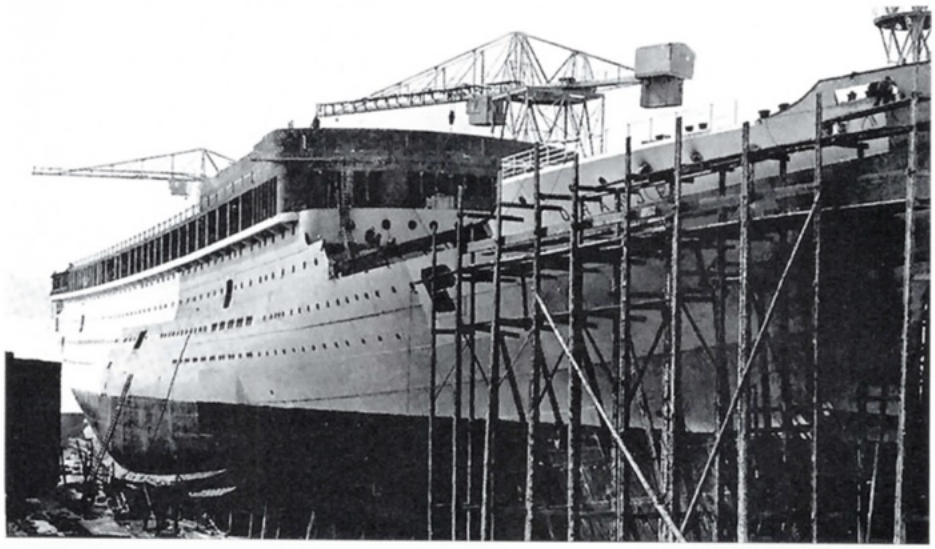
Few place names conjure images as evocative as the Dutch East Indies, the string of islands that now constitute the Republic of Indonesia. The Netherlands' tenuous hold on this land (only in the 20th century did they gain anything approaching full control), initially through the famous East India Trading Company and later by direct colonial rule, was facilitated from 1870 by two new steamship lines. The first of these was based in the Dutch capital, Amsterdam and called Stoomvaart Maatschappij Nederland, although it was universally known as Nederland Line.

Sixty seven years after the company's inception, work began on a new flagship. When the first keel plates were ceremonially laid on the stocks of slipway number three at Nederlandsche Scheepsbouw Maatschappij (NSM) on 2nd July 1937 it signalled both a significant investment for the owner and a revival of the yard's fortunes. NSM had struggled since the onset of the depression, but as orders built up there was renewed optimism and a burgeoning workforce. That confidence took tangible form with Oranje, then known simply as yard number 270.

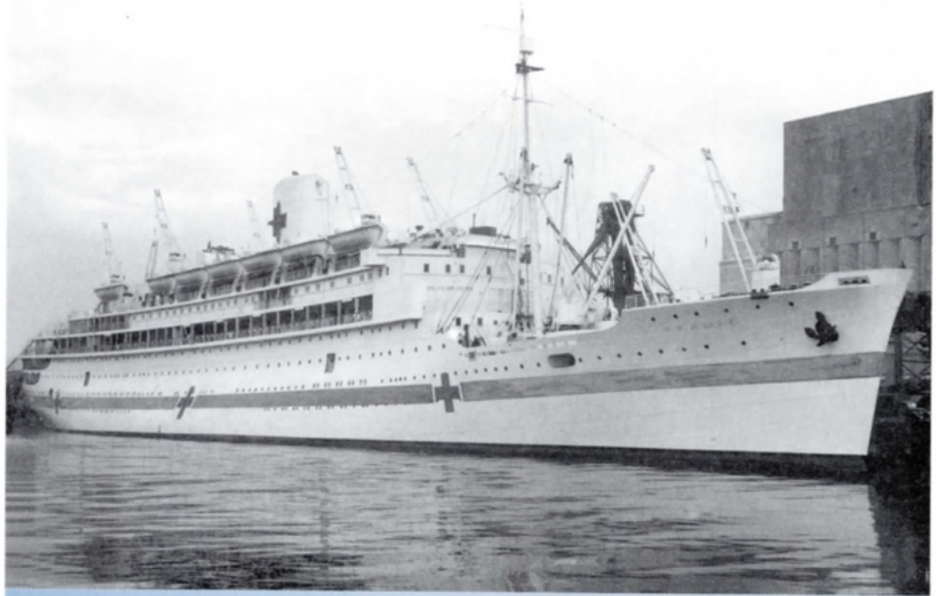
Fourteen months after the keel laying Queen Wilhelmina arrived at the NSM yard on the banks of the IJ waterway, having travelled by royal barge, to perform another ceremony and bestow the royal house's name on the new liner. To the embarrassment of shipyard management, once the celebratory Champagne smashed across her bows the newly christened Oranje stayed firmly on the slipway. That garlanded hull remained obstinately fixed in position for over an hour until finally released into her element by the application of hydraulic rams.

The new liner represented the second instalment of Nederland Line's rebuilding programme, adding to the incumbent 19,787grt flagship Johan Van Oldenbarnevelt which had entered service in May 1930 as the largest Dutch passenger liner to date. The hull that belatedly slid into the IJ on that late summer afternoon was of a quite unique and extraordinary shape. Utterly conventional from abeam she had a gently raked, flared bow and a neatly curved spoon stern. The subtlety of these features was totally eclipsed by the head on view which revealed the most exaggerated tumblehome of any twentieth century passenger ship. Like some 18th century man-o'-war the new ship's beam was a full 5m (about 17ft) broader at the waterline than where the hull and superstructure converged, a feature conceived by the shipyard's chief designer Huibert Prins to resolve a seemingly impossible set of conflicting priorities from the shipping line. The new vessel's overall draft and beam at main deck level needed to match existing tonnage in order to permit access to shallow East Indian ports and maintain the same Suez Canal toll rate charges respectively. However Nederland Line also wanted a higher service speed, allowing passage from Amsterdam to Batavia in three weeks. This would necessitate larger, heavier and more powerful machinery as well as an increased fuel load. Prins's unique compromise solution ultimately met all these demands, whilst also providing the requisite stability and speed.

Fitting out the new liner took a further nine months. The completed ship had a handsome profile topped by a lofty, centrally placed tapering funnel. Perhaps the only oddity was that the tall foremast and booms had no balancing mainmast, instead cranes proliferated on the tiered aft decks to service the associated cargo hatches. On her flanks the



Left: The Oranje. *(Don Smith/photo-transport.com)*
Above: The Oranje being built at the Nederlandsche Shipbuilding yard in Amsterdam.
Below: The Oranje served as a hospital ship from 1941. She had space for 750 casualties and a medical staff of 130. She was the largest hospital ship in the war.
Bottom: The Oranje in her post-war guise seen here at Sydney in 1964. *(Don Smith/photo-transport.com)*



pale grey hull and open promenades betrayed her tropical itinerary.

There were eight passenger decks, ranging from the lofty Boat Deck, adjacent to the funnel, all the way down to D Deck. Acres of open and sheltered promenades and sunbathing space included an outdoor swimming pool on Sports deck. Standard vertical class divisions applied, with First class forward and centre, Second class heading aft and Third/Fourth crammed into the stern. The principle public rooms for First and Second class passengers (each had a smoking and lounge/music room) were situated on Promenade Deck, the top tier also enjoyed the forward Veranda with its tall windows affording a 270 degree view over the bow and flanks. Restaurants for all classes (Fourth shared Third's public rooms) were low down on C deck served by a centrally placed main galley.

Responsibility for the interior décor was entrusted to a team of over forty artists, co-ordinated by the veteran artist and designer Carel Adolph Lion Cachet (1864-1945). Lion Cachet (he added the feline surname in 1901) had built a glowing portfolio over the years which included several passenger ship commissions, notably every Nederland Line ves-

Above: The Oranje at sea. *(FotoFlite)*
Below: A famous poster advertising the Oranje's service to the Dutch East Indies.

sel since 1906. For this, his last shipboard work, he adopted an unapologetically royal theme. Oranje was festooned with articles paying homage to the house after which she was named, although there were also references to her Indonesian destination, including three beautiful panels depicting indigenous tribesmen in the first class dining room.

In June 1939 Oranje departed for sea trials in the North Sea. With shipyard engineers and SMN colleagues in attendance the ship's three, two stroke Winterthur Sulzer diesel engines were each taken up to their maximum 12,500hp output. Oranje attained a top speed of 26.3 knots, a full four knots higher than her contracted service speed and earning her accolades as the fastest motor liner afloat. Prins's hull configuration was fully vindicated but unfortunately he was unable to enjoy the moment, having passed away the previous month at just 51 years of age.

To a backdrop of rising tension the Nederland Line took delivery of their new flagship on 15th July and she departed Amsterdam on 4th August 1939, on the first of two ten day cruises to Madeira and the Azores. Having returned from the second cruise Oranje was provisioned and prepared for a maiden voyage to Batavia (Djakarta). However the world and her place in it was about to change dramatically. There was an inevitably subdued atmosphere on board as she slipped her moorings on 4th September 1939 (the day after Britain and France declared war on Germany), and sailed east, via the Cape of Good Hope rather than the conventional route through the Suez Canal. In spite of the considerable detour Oranje arrived in Singapore on 1st October, after calls at Colombo, Sabang, and Belwan-Deli, a day earlier than originally planned, leaving at 5pm the same afternoon with 550 passengers on the final leg to Batavia. It has been estimated that she averaged in the region of 24 to 25 knots on that maiden voyage.

Even whilst Oranje was in the Far East the situation in Europe deteriorated. On her homeward voyage in November passengers disembarked at Lisbon due to increased naval activity in the North Sea and perhaps inevitably her subsequent liner voyage to Batavia would be her last for six long years. After reaching her eastern terminus on 6th December 1939, Oranje was laid up at Sourabaya for safekeeping, alongside fleet mate Marnix van Saint Aldegonde and Royal Rotterdam Lloyd's Dempo.

Oranje remained in that distant anchorage for over a year. On 10th May 1940 simultaneous attacks on neutral Belgium and the Netherlands finally put paid to the deceptive lull of the 'phony war'. Four days after the invasion the Luftwaffe laid waste to Rotterdam, killing around 900 and destroying 25,000 homes. The following day the Netherlands surrendered to avoid further civilian casualties.

The bullish Queen Wilhelmina, whom Winston Churchill caustically referred to as "the only man in the Dutch government", escaped to London on board a British destroyer early in the campaign and established a 'government in exile' for the duration of the war. Meanwhile the Germans imposed their own civilian administration which ordered Oranje's master Captain B. J. Potjer to return his ship to Europe and surrender her as a war prize. Unsurprisingly he refused. With their homeland now occupied Dutch attention shifted to overseas territories and ultimately considered the fate of the passenger ships moored in distant Sourabaya.

After due consideration, on 10th February 1941 the exiled Dutch government approached their counterparts in Australia and New Zealand with a proposition. They offered Oranje for the role of hospital ship also agreeing to meet the £150,000 conversion cost and similar value annual maintenance subsidies. It was a generous gesture that the hard-pressed Antipodes authorities readily accepted. Over the course of the following month she was inspected by a variety of medical and engineering personnel who assessed what changes were required and determined the location of key facilities. Initial preparations were carried out at Batavia but in late March she sailed under the command of Captain Potjer to the Cockatoo yard in Sydney for conversion.

Three months later on 28th June 1941, Oranje was handed over to the allied cause by a proud Major-General Ter Poorten, in the presence of Australian Prime-Minister Robert G. Menzies. Externally the SMN flagship now bore the all-white livery of the International Red Cross, those sharply sloping hull flanks were emblazoned with large red crosses linked by a broad green stripe. The sides of her freshly painted white funnel had prominent red crosses augmented by a central illuminated cross. In a world plunged into blackout darkness Oranje became a welcome beacon of light.

Internally she was transformed into a state of the art military hospital, capable of accommodating up to 750 sick and wounded patients. Facilities included sixteen wards of single and two-tier cot beds and a large dispensing chemist. There were new lift facilities capable of carrying stretchers, a dental surgery and a fully equipped surgical theatre, the latter located on the largely vibration free Promenade deck. Some first class cabins with air-conditioning were retained and refurbished for treating the most serious cases.

Under the agreement reached between the Netherland's Consul-General and senior representatives of the Australian and New Zealand armed forces in April 1941, Dutch officers and deck crew, including one hundred Javanese were retained and the ship maintained Dutch registry. The predominantly Dutch medical staff were supplemented by Australian and New Zealand representatives, all under the ultimate control of an 'Officer Commanding Troops' (OC Troops) directly selected by the Netherlands government. A Dutch matron supervised all the nursing staff. Following completion of the conversion Oranje awaited her first assignment. It wasn't long in coming. On 2nd July 1941 she departed Sydney for Batavia, to embark the Dutch medical contingent before heading west, across the Indian Ocean bound for Egypt. Oranje had been designated the task of picking up and repatriating 630 wounded Australian and New Zealand soldiers from the battlefields of North Africa. Through the 'usual' diplomatic channels in Stockholm Dutch officials advised their German counterparts of Oranje's voyage but it was held up at Aden pending acknowledgement and agreement of her hospital ship status. The ensuing miscommunication led to a (thankfully) unsuccessful torpedo bomber attack.

Due to the Batavia detour and diplomatic delays it wasn't until 6th August, more than a month after leaving Sydney that Oranje's first batch of wounded were embarked at Suez. In contrast her return to Australia (initially Perth, followed by Adelaide, Melbourne and Sydney) took a mere eleven days and eighteen hours, the first evidence that her speed would prove to be a significant asset in forthcoming years. From Sydney she continued on to New Zealand, where a ceremonial welcome awaited her in the city of Wellington in early September.

That first voyage proved Oranje's credentials as the largest and fastest hospital ship afloat. In addition to her speed the advanced water distillation equipment and large bunker capacity allowed her to sail on long voyages without the need for provisioning en route. Her size and facilities allowed a broad mix of physical and psychiatric ailments to be treated, making her the most adaptable hospital ship in the fleet and unsurprisingly these repatriation voyages would endear Oranje to the soldiers and their loved ones. The latter lined the piers and terminals to welcome their heroes home. Nevertheless that first voyage also highlighted the language, temperament and procedural differences between the participating nations. It would become a recurring issue throughout the war. She returned to Egypt in November and embarked more casualties, discharging the majority of Dutch medical personnel along with their charges when she arrived back in Australia. The Netherlands had declared war on Japan in the aftermath of Pearl Harbour and now required their doctors and nurses to treat their own troops.

During 1942 the original Dutch OC Troops and matron were retained with a handful of their compatriots, whilst the majority were replaced by Australian and Kiwi doctors and nurses in broadly equal numbers. The tripartite arrangement became increasingly strained during the year but despite the politics the wounded continued to receive excellent care and attention throughout.

In 1943 there was a wholesale withdrawal of Australian troops from the North African theatre in order to bolster the allied effort in South East Asia and the Pacific. As a result Australian medical personnel now left Oranje to be replaced by a British contingent. By late 1943 the medical complement constituted twelve Dutch, forty four British and seventy six New Zealanders. Unfortunately this change appears to have exacerbated rather than resolve the organisational problems. Matters deteriorated to a point where the New Zealand authorities intended to withdraw their personnel, a decision subsequently revoked after a request from the British War Office.

Early in 1944 Oranje received a refit in Durban which reconfigured some of the wards, increasing capacity to 870 casualties. She was absorbed into the British pool of hospital ships under direct supervision of the War Office and primarily assigned to a Naples-Liverpool shuttle service, taking just four days in each direction. Her speed was a huge bonus but a logistical headache for the staff involved. Inbound to the UK they would nurse and prepare the casualties for onward transfer, then after a twenty four hour turnaround sailed for the Med. Although there were no patients the medics were equally busy on the south bound leg, sterilising wards and laundering all bed linen in preparation for the next consignment. Sometimes she also sailed to East Africa (Mombasa and Durban). Perhaps the most emotive of Oranje's hospital ship voyages came at the end of the war, repatriating former POW's picked up at Italian and Indian sub-continent ports.

These voyages continued in earnest after VJ-Day, primarily from Singapore back to Australia and New Zealand. On 23rd September she arrived in Darwin mobbed by celebratory Liberator and Catalina aircraft with 760 former POW's on board. Arriving at Sydney on 28th September 1945, 637 returnees disembarked into a cavalcade of fifty five ambulances and a fleet of double decker buses. Cheering crowds lined the streets to the Concord Military Hospital in a huge outpouring of emotion.

In contrast to these heart-warming scenes a very different narrative was playing out in the former Dutch East Indies, where famine and disease were impacting on the recently liberated population (including all Dutch nationals who had been interned by the occupying Japanese), against the confused backdrop of a power vacuum and nascent independence movement. In August 1945 nationalist leaders Sukarno and Mohammad Hatta declared Indonesian independence and there ensued a chaotic period of near anarchy referred to as the Bersiap, in which youthful

vigilante groups exacted violence on the local Dutch and their helpers. As the international community watched and waited Oranje was initially prevented from sailing to her countrymen's assistance, however following a refit at Melbourne in early October she departed later that month for Batavia via Fremantle, loading over a thousand former internees (mainly women and children) at Bandoeng and Tandjong Priok because of local unrest and the poor state of facilities in Batavia itself. After return trips to Australia Oranje boarded a first contingent bound for Europe, arriving in Rotterdam with 1,273 passengers on 5th January 1946.

Over the course of the next seven months Oranje shuttled back and forth between Southampton, Rotterdam and Batavia, initially under the management of the Dutch government (the Royal Australian Navy relinquished control in January) then by her owners from March. She finally returned to Amsterdam on 19th July 1946, the first large ship to transit the rebuilt Ijmuiden locks, having carried some 32,461 patients on 41 wartime voyages, covering over 382,000 nautical miles in the process.

Although Oranje re-entered commercial service on the same pre-war route for which she had been designed, the political climate had changed dramatically in the ensuing seven years. Like so many European powers the Dutch found themselves involved in an unwinnable, distant war. Rather than facilitating the maintenance of colonial rule Oranje and her fleet mates more often served as evacuation ships. Westbound voyages were regularly fully booked with passenger lists comprised of apprehensive families moving permanently to a homeland many of them had ironically never seen before.

The passage itself could also prove traumatic. In early April 1947 Oranje encountered 30 ft waves during a severe storm in the Bay of Biscay whilst inbound from Batavia. Together with widespread seasickness, the tempest led to multiple minor injuries and the tragic deaths of four crew members.

In December 1947 Oranje was joined on the East Indies run by the comparable (in terms of speed, size and passenger capacity), wartime delayed Willem Ruys of Royal Rotterdam Lloyd. The two companies operated a tandem service with the respective flagships starting a long association as rivals and partners, careers indelibly entwined. The ships were popular for the standard of their accommodation and facilities, as well as their speed and were patronised by a range of high profile passengers, including the Sultan of Deli and the Prince and Princess Bhanubandh of Siam. Nevertheless the very reason for their existence was in a state of flux, these were colonial liners sailing in a post-colonial world.

By the end of the decade the Dutch position in Indonesia had become untenable and on 27th December 1949 Queen Juliana signed the document formally recognising independence and transferring power to the United States of Indonesia. One repercussion was a certain agitation amongst the Javanese crew, which manifested in strikes and walkouts over a range of issues, including which version of the national headdress should be worn. As the new country drifted away from their former colonial masters, it directly impacted on the Nederland Line's passenger loads, instigating a decline which resulted in a steady erosion of the company's profits. Some financial pressures were self-inflicted.

The close bond between Oranje and Willem Ruys became rather too intimate on the tranquil night of 5th January 1953 as they navigated the Red Sea. Earlier in the evening Captain H. Hemmes had announced that the south bound Oranje would encounter her running mate around midnight. At 23:32 the vessels made visual contact. The officers on the bridges of both ships had prepared for the customary passing spectacle, only on this occasion a series of manoeuvres and misunderstandings led to confusion and ultimately a collision.

Fortunately there were no fatalities or serious injuries but the resulting damage cost millions of guilders. One direct casualty of the event was Captain Hemmes who was relieved of his command on arrival at Tandjong Priok. The ensuing investigation and court case lasted five years, ultimately allocating sixty per cent of the responsibility and financial costs on Nederland Line.

In 1956 the Suez crisis and the canal's closure necessitated a 4,300 mile detour via the Cape of Good Hope to reach Djakarta, thereby emulating her maiden voyage. Despite an increase in fares, passenger carryings, especially westbound remained buoyant. The following year Sukarno's Indonesian administration nationalised Dutch interests and severed all diplomatic ties with the former mother country, so that by the end of 1957 underlying tensions created a hostile environment for remaining Europeans. On 4th December 1957 she was delayed by three hours as fearful Dutch families booked last minute passage for Amsterdam. Westbound sailings in January and March 1958 were full of businessmen, plantation and estate owners, those final vestiges of colonialism and consignments of women and children to Singapore and Europe. Over the subsequent summer Oranje made her first tentative steps into the Mediterranean and North European cruise market however by then Nederland Line had decided to extend their Indonesian service to the Antipodes.

On 5th November 1958 she departed Amsterdam with 670 passengers on her first such voyage, rekindling memories of those wartime heroics as she arrived in Melbourne on 5th December and Sydney two days later. The following year Oranje received a major refit that included the installation of a central cinema and accompanying veranda, together with the updating and reconfiguration of passenger accommodation. Externally the glazed veranda/cinema section on Promenade Deck was the main physical alteration although aft decks were also extended. Upon completion she had a revised passenger capacity of 323 First Class and 626 Tourist Class.

In September 1960 Oranje joined Willem Ruys and Johan Van Oldenbarnevelt, in a combined 'Royal Dutch Mails' around the world service, initially sailing via Suez but subsequently switching to a westerly course, outbound via Panama from February 1961. In May the following year Oranje was selected for a special North Sea cruise in celebration of Queen Julianna and Prince Bernhard's silver wedding. Joining the sovereign and her consort (who had watched on anxiously during the ship's protracted launch ceremony twenty three years earlier) were a broad spectrum of European royalty and heads of state. After her moment in the regal limelight the ship then resumed her around the globe voyages.

The new operation gained a loyal following and high praise but soon slipped into the red. It was the same tale globally. The impact of jet air travel on passenger loads coupled with rapidly escalating fuel and manning costs rendered the service increasingly unprofitable. The rumours that had circulated for a while were confirmed early in 1964. On 16th January it was confirmed that Oranje had been sold to the Neopolitan ship owner Flotta Lauro for £1.3 million. Two days earlier the same firm had purchased Willem Ruys. Under the terms of the sale Oranje would complete her advertised programme of voyages, including around the world and a series of cruises to the Atlantic Islands, the Baltic and finally the Mediterranean. Having returned from this last voyage Oranje was destored and her works of art removed. On 4th September she was handed over to the new owners and renamed Angelina Lauro, after owner Achille Lauro's wife. He gave his own name to the other acquisition, the former Willem Ruys.

Angelina Lauro sailed to Genoa almost immediately and entered the Cantieri del Tirreno shipyard for one of the most ambitious conversions yet undertaken. Although this was in many respects the heyday of new Italian passenger ship construction there were a number of yards that specialised in conversions, including the successful transformation of the Cunarder Media into the modern and stylish COGEDAR liner Flavia.

She was nearing completion on 24th August 1965 when a fire swept through the ship. In addition to causing widespread damage there were tragically six fatalities amongst the workmen on board. It wasn't until the following day that the flames were

finally extinguished, by which time large swathes of the renovated interiors had been destroyed. Investigations into the source of the blaze had barely begun when four days later Achille Lauro suffered the same fate, at the Palermo yard undertaking her conversion. Arson was suspected from the beginning but never proven. It remains the most likely explanation for what was otherwise an exceptional coincidence, almost certainly politically motivated against the ship's new owner (Lauro was Mayor of Naples and had been linked with successive right wing political parties including an historic association with Mussolini and the Fascists).

Due to the fire the ship's introduction was delayed by six months, however when Angelina Lauro finally emerged from dry dock for acceptance trials in the spring of 1966 she was virtually a new ship, certainly unrecognisable, inside and out, from her previous incarnation as Oranje. The hull retained its trademark tumblehome but now sported a new, more sharply raked bow which extended her length by 4.9 meters (16 feet). In addition to being an aesthetic improvement the rebuilt bow also improved her sea keeping qualities, ably assisted by a newly installed pair of Denny-Brown fin stabilisers built under licence at San Giorgio. The superstructure was comprehensively remodelled, extended fore and aft and fitted with a new streamlined bridge front. Aft of centre were broad, terraced sun decks and two pools (an adult and a children's) for each class. The First Class adult pool area was screened by a retractable glazed roof, one of the first installed on a passenger ship, which allowed the area to be used in all weathers and double as an intimate night club. The former tiered open promenades on each flank were enclosed within the body of the ship and in some instances incorporated into full width lounges. At the summit a modern, bridge mounted radar mast replaced the previous foc'sle mounted one, but undeniably the most startling and impressive external modification was the new funnel.

Displaying the tell-tale influence of Professor Carlo Mortarino and his team at the Turin Polytechnic, Angelina Lauro now possessed a lofty stack topped by an enormous smoke deflecting soot shield, referred to as 'the angels wing'. Mirroring in some ways the hull shape the funnel seemed exceptionally broad when viewed directly from ahead or astern but slender beam on. In part this was an optical illusion caused by the plated in front and louvered back (which was neatly mirrored by the mast). Lauro also introduced a smart new hull livery, replicating the same deep 'Neopolitan' blue of the funnel and featuring a white sheer band. If externally she now looked the very essence of Italian chic, internally the transformation was arguably even more impressive.

Above: The Angelina Lauro anchored off Gravesend on 11th June 1967. *(Don Smith/phototransport.com)*
Below: The Angelina Lauro in the King George V dry-dock, Southampton in December 1967. Her tumblehome hull is clearly visible. *(Nigel Lawrence)*
Bottom: The Angelina Lauro at Wellington in November 1970. *(Chris Howell collection)*

Above: The Angelina Lauro sailed for Costa from 1972 until her demise in 1979. She is seen here leaving Lisbon on 25th October 1977. *(Don Smith/phototransport.com)*

Below: The burnt out wreck of the once great liner in Charlotte Amalie Harbour, St. Thomas in the US Virgin Islands. The fire had started on 30th March 1979.

Carlo Pouchain was the designer tasked with taking a twenty five year old, conservatively decorated colonial liner and transforming her into a modern, efficient emigrant carrier, with twice as many passengers. The results were singularly impressive. The public rooms and cabin accommodation were entirely reconfigured to meet the new owner's demands and considerably increased passenger load. There were two classes, nominally 180 berths in First and 1050 in Tourist, although with a high degree of flexibility as almost 200 were 'interchangeable'. Given the nature of her service there was further provision for an additional 150 children under the age of 12 in what were somewhat disingenuously referred to as 'cots'. New cabins were installed in now redundant cargo holds, they might have been cramped but some 90% had private bathroom facilities.

Inevitably there were those who mourned the passing of Oranje's rich woods and old Dutch charm but Pouchain's extensive use of modern synthetic materials, imbued the Angelina Lauro with a fresh, functional but nevertheless luxuriant feel. The rooms were enhanced by a fine and eclectic collection of contemporary Italian artwork commissioned from the likes of Giorgio de Chiro, Marcello Mascherini, Tranquillo Marangoni, Federico Morgante and Luciano Minguzzi.

On the engineering side the main engines were thoroughly overhauled and auxiliary power enhanced by the installation of a supplementary pair of Fiat 1,100 kW units. A new air-conditioning system was installed and perhaps most significantly engine room systems and controls automated. This allowed remote monitoring and operation by a significantly reduced engineering crew.

On 6th March 1966 the svelte Angelina Lauro cast off from Bremerhaven on her maiden voyage to Australia, arriving in Sydney 30 days later. For the next six years she sailed in tandem with Achille Lauro, transporting thousands of Europeans to new lives in the Antipodes.

From 1967 and the closure of the Suez Canal in the wake of the Arab-Israeli six day war the ships sailed once more via South Africa, then in the early 1970s returned to Europe via the tip of South America. It was a final, desperate attempt to fill berths. In November 1971 a Quantas Boeing 747 'Jumbo' jet flew from Heathrow to Sydney via Bahrain and Singapore, the writing was on the wall.

Having lost the emigrant contract and in the face of overwhelming airline supremacy Lauro reappraised their position and decided to pull out of the liner business. So it was that Angelina Lauro departed Sydney for the final time on 17th May 1972 and returned to Europe for a comprehensive refit, emerging as a one class cruise ship for 800 passengers.

Angelina Lauro was relocated year round to the Caribbean. Given the company's lack of representation and experience in that highly competitive market management was sensibly contracted out to fellow Italians, Costa Line. The ship thrived to the extent that in 1977 Costa secured a three year charter, keeping her on the same itineraries out of San Juan and now sporting their familiar yellow funnel with a prominent blue 'C'.

Her future appeared eminently secure until 30th March 1979 when she lay alongside the outer berth at St. Thomas in the US Virgin Islands on the last day of a seven night cruise. The fire started in a galley and rapidly spread through the adjacent dining rooms.

Despite their best efforts the crew were unable to control the blaze and although tow lines were secured she could not be moved. Thankfully the majority of passengers were ashore and there were no casualties other than the poor, unfortunate Angelina. By the following day the scorched hulk sat pathetically slumped against the quay. Three months after the fire the German firm Eckhardt & Company were awarded the contract to remove the wreck. Utilising heavy lift cranes the remains were righted and prepared for a final trans-Pacific voyage under tow to Taiwanese breakers.

Perhaps inevitably given the extent of the damage her forty year old hull started to take on water mid-ocean. Over the next three days the list steadily increased until just before daybreak on 24th September she finally slipped beneath the waves.

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STENA LINE

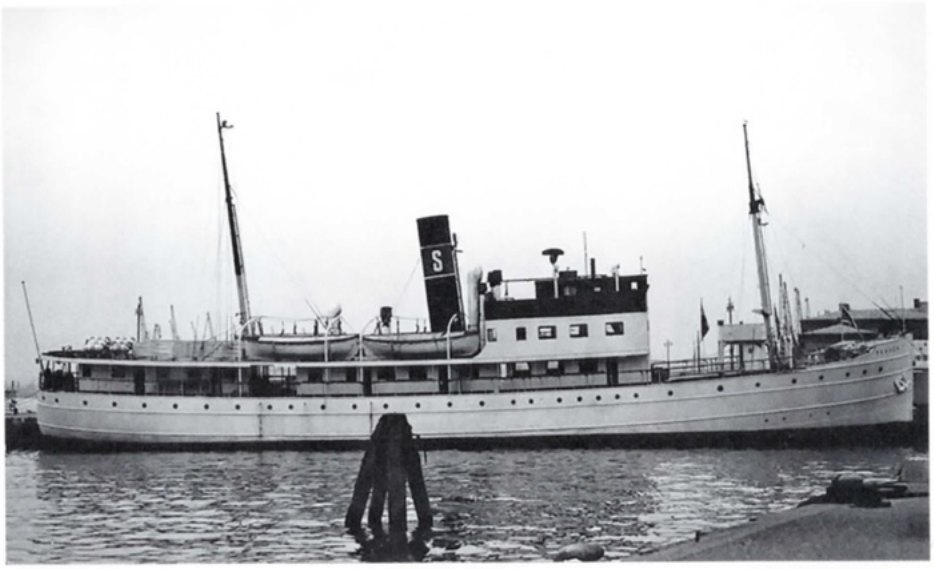
80 Years of Swedish Enterprise - Part One

Sten Allan Olsson (1916-2013), founder of Stena, was one of the greatest Swedish maritime entrepreneurs and shipowners, along with Dan Brostrom (1870-1925) of the large Brostrom Group of Gothenburg, and Sven Salen (1890-1969) of the equally big Salen Group of Sweden. Sten Allan Olsson was born on 28th October 1916 on the small island of Donso in the Gothenburg archipelago as the son of Gustav Olsson, the owner of a small trading schooner. He was educated at Ljungskile Folk High School, followed by a commercial course at a college in Gothenburg. Sten learnt the entrepreneurial basics from his father of hard work, close long term family links, responsibility, thrift, and the transport, buying and selling of goods and services at very good profits. The charter market was very important for Sten, with classes of ro-paxes and freight ro-ros specifically ordered for charter to worldwide clients, and this was extended later into the purchase and chartering out of older second-hand ferries for use as accommodation ships for North Sea oil workers or for workers on industrial projects in remote Scandinavian locations where large hotels were not available. The many classes of new ro-paxes and ro-ros on the main routes from Sweden, Denmark, Germany or Northern Europe made Stena into the largest ferry line in the world.

On 18th November 1939, Sten Allan Olsson founded his Metallproducter trading business in Gothenburg, consisting of a large scrap steel yard and supervised from a two storey metal clad office. The yard was located behind one of the great shipbuilding yards in Gothenburg harbour, and scrap steel, boilers and rubber products were in great demand from his fledgling business for the shipyard during World War II. In 1946, he purchased his first ship with a loan of 25,000 Swedish kronor from the Handelsbanken. This was a three masted schooner named Dan after one of his three sons, Dan, Stefan and Christofer, born after his marriage to Birgit Andersson in 1944. The schooner was traded in the scrap metal, timber and general cargo trades of the Baltic. She was the first of a dozen owned small motor coasters and a dozen similar chartered coasters, that formed the Olsson fleet during the 1950s. The coaster Stefan of 497 grt, built in 1955 by the Solvesborgs Varv yard in Southern Sweden was the first newbuilding in the fleet, and had a very long career after her sale by Sten, and was still afloat 45 years later in Greece as Santa Maria. The Metallproducter business in 1952 opened a separate branch for metal collection and processing at Hisingen near Gothenburg, which is still in business to this day as a major recycling company.

Sten Allan Olsson moved into the passenger transport trades in December 1962, when a chartered small passenger ship set sail from Gothenburg to Skagen in Denmark. This was the chartered Bornholm ferry Ostersoen, but the ice was too thick on the Kattegat during the winter and this charter was quickly ended. In the Spring of 1963, he took over the Skagen Line passenger service on the same route with the small twin decked steamer Brynhild of 937 grt, built in 1914 as Heimdal by Burmeister & Wain at Copenhagen also for service to the island of Bornholm from the mainland. She was of overall length 209.6 feet, moulded beam of 34.2 feet, and moulded depth of 18.6 feet, and could carry 350 passengers at a service speed of 12 knots from a triple expansion steam engine by her builders for island service. She was renamed as Skagen I, and was then purchased in 1964. The running mate of Skagen Line was a former Gotland island steamer built in 1924 by the Oskarshamns yard as the twin decked Visby for Rederi A/B Gotland, renamed Skagen II of 799 grt and overall length 171.2 feet, moulded beam of 30.5 feet, moulded depth of 13.7 feet with a service speed of 12 knots from a triple expansion steam engine by her builders.

Skagen I was used in the 1964 summer season for a service from Lysekil to Skagen and then sold in 1965 and converted into a barge. Skagen II continued the successful, rapidly expanding Kattegat service until broken up in 1968, along with chartered excursion passenger ships such as Wappen von Hamburg, which was also purchased, Seute Deern, Seebad Warnemunde, Hein Godenwind and Helgoland of 2,855 grt, built by the Howaldtswerke yard in Hamburg in 1963, from German owners. Helgoland served as a hospital ship in Vietnam between 1966 and 1972 and was then purchased by Stena and renamed Stena Finlandica. She was sold in 1975 and renamed Baltic Star, and started a new career in 2001 as Galapagos Legend.



Left: The 64,039gt Stena Britannica leaving Harwich in August 2018. Note the slightly different funnel pattern from her earlier days. She was built in 2010 by Nordic Yards at Wismar. *(Nigel Lawrence)*
Above: The 773grt Skagen II was built in 1924 by Oskarshamns Varv as the Visby for Angbats A/B Gotland. She joined Stena in 1963. In May 1968 she was broken up by Carl Persson & Soner at Ystad.
Below: The 2,746grt Stena Finlandica was built in 1963 by Howaldtswerke at Hamburg as the Helgoland for Hafen Dampfschiffahrts AG. From 1964 to 1966 she was renamed Larvikspilen, then she was converted into a hospital ship for service in the Viet Nam war. She joined Stena in 1972. In 1975 she moved to Seetouristik GmbH & Co KG as Baltic Star, then in 2001 she was sold to Latin Cruises for service in the Galapagos Islands as Galapagos Legend. She is still in service.
Bottom: The 1,364grt Poseidon was built in 1964 by Ulstein at Ulsteinvik. In 1973 she moved to L. Remeeus Beheer BV without changing name and she later served several other companies as Poseidon before becoming Poseidon IV of Seetouristik GmbH & Co. KG in 2000. In 2003 she joined Pearl Cruises of Sri Lanka as Pearl Cruise II, then on 11th July 2006 she arrived at Alang to be broken up by Shreeji Shipping Co.

Much publicity was gained from the visit of President Nikita Khrushchev, Soviet Union leader from 1953 to 1964, to Gothenburg in 1964 to visit the big Arendal shipyard in the harbour as well as a tour of the city. He travelled around the harbour on the newly completed Stena passenger vessel Poseidon of 1,364 grt from the Ulstein Mek Verksted yard in Norway. She was also to take President Khrushchev and his family on a cruise from Uddevalla to Gothenburg, but this did not happen. Poseidon was yard number 26U with accommodation for 600 passengers with a service speed of 16.25 knots from a Deutz diesel engine of 2,640 bhp. She had an overall length of 65.5 metres and a moulded beam of 11.6 metres, and left the fleet in 1972 on charter to Brittany Ferries for the Plymouth to Roscoff route. After a long career of 42 years, she was broken up in India in 2006. A similar newbuilding passenger ship to Poseidon was also completed as Afrodite at a yard in Elmshorn in 1964.

The sisters Stena Danica and Stena Nordica of 2,607 grt were completed in 1965 by the Le Trait yard of Ateliers et Chantiers de la Seine Maritime as the first purpose built Stena car ferries. They had large funnels and were twin screw motor vessels fitted with Klockner Humboldt Deutz diesel engines to give service speeds of 17.5 knots. They could accommodate one thousand passengers with 129 cars and 14 lorries on their vehicle decks.

After Stena Danica joined the Gothenburg to Frederikshavn route in June

Above: The 2,607grt Stena Nordica was built in 1965 by Seine Maritime at Le Trait. In 1973 she was sold to Consolidada de Ferrys CA of Caracas and renamed Santa Ana. On 7th May 1980 she suffered a serious fire off Puerto la Cruz, Venezuela. She was taken in tow but sank. *(FotoFlite)*

Below: The 7,118grt Stena Olympica was built in 1972 by Titovo at Kraljevica. In 1982 she was sold to Transworld SS Co. and renamed Scotia Prince. She was renamed Prince for her final voyage to the breakers in Chittagong where she arrived on 2nd April 2012.

Bottom: The 8,596gt Stena Partner leaving Harwich in June 2008. She was built in 1978 by Hyundai at Ulsan as the Alpha Enterprise. The following year she was renamed Syria by Seafarer Maritime Inc. and in 1983 she reverted to Stena as Stena Transporter. In 1986 she became Cerdic Ferry and in 1991, European Freeway. She came back to Stena in 2002, initially as Freeway then as Stena Partner. In 2011 she joined Stena subsidiary Partner SIA as Sea Partner and in 2021 she joined Cenk Group. *(Nigel Lawrence)*

1965, a different strategy was used for Stena Nordica for a new summer passenger and car Tilbury to Calais service as 'The Londoner'. She was displayed to the British press in July 1965 on the Thames with 'THE LONDONER' in red capitals on both sides of her hull. She was then chartered for the 1966 season for the Stranraer to Northern Ireland service of the Caledonian Steam Packet Company, with a chartered vessel, Prinsessan Christina, on 'The Londoner' service in 1966, and the new smaller twin funnelled Stena Baltica of 1,200 grt from the Langesunds yard in Norway in 1966 and used in the last 1967 season of 'The Londoner'. Stena Baltica was sold in 1970, Stena Danica was sold in 1969, and were replaced by the sisters Stena Germanica and Stena Britannica of 5,195 grt from the Langesunds yard for a new Gothenburg to Kiel service. Insufficient traffic forced Stena Britannica on to the Gothenburg to Frederikshavn for a few months until her sale to the Alaska Marine Highway to run as Wickersham in 1968.

EXPANSION by DIVISION

The Olsson twin businesses of metal recycling and passenger ferry transport were divided into two branches in 1972, named Stena Metall A/B and Stena Line A/B respectively, and a new much larger Stena Line passenger ferry terminal was completed that year in Gothenburg as the Masthugg Terminal. The passenger facilities at Skagen and nearby Frederikshavn in Denmark remained very basic until later rebuilt. The Stena Line A/B ferry fleet consisted of thirteen ro-pax and ro-ro ships at that time, with four new ro-pax ferries under construction at the Trogir and Kraljevica yards in Jugoslavia as Stena Jutlandica, Stena Nordica, Stena Olympica and Stena Scandinavica. Two were used as overnight ferries on the Gothenburg to Kiel route and two as day ferries on the Gothenburg to Frederikshavn route, with Stena Olympica named in honour of the 1972 Olympic Games at Munich. Stena Nordica was renamed Stena Danica (3) shortly after completion in 1974, with Stena Danica (2), completed by the A. G. Weser yard at Bremerhaven in 1969, sold after only five years of service to BC Ferries of Canada in April 1974.

The overnight capacity on the service from Gothenburg to Kiel was boosted during the period 1971 to 1973 by the purchase from Swedish Lloyd of their Saga built in 1966 and renamed Stena Atlantica. A quartet of new passenger and freight ro-ros entered service in 1974/75 from the Rickmers Werft yard in Bremerhaven as Stena Normandica, Stena Nautica, Stena Nordica and Marine Atlantica, the latter completed for charter to Marine Atlantic in Canada. They had two vehicle decks with head room to carry trucks as well as cars, and accommodation for 1,084 passengers. Stena Normandica was sold to

Sealink in 1985 and renamed St. Brendan for the Fishguard to Rosslare service. Stena Nautica joined her sister on charter to Marine Atlantic of Canada as Marine Nautica, while Stena Nordica was several times chartered to Soutos-Hellas Ferries of Greece. Swedish Lloyd withdrew their remaining ferry Patricia in 1977, and she was purchased by Stena Line and sent to the Tees to increase the head room on her decks to take freight trucks as well as cars, and sponsons were added to her hull to give extra stability and safety for an larger passenger accommodation. She inaugurated a new Stena Line route from Frederikshavn to Oslo as Stena Saga in 1979, sailing northbound in daylight and returning to Frederikshavn at night.

Stena Line introduced in 1972 a computer based passenger travel reservation system, and followed this up six years later with a computer based reservation system for freight. The first Stena freight ro-ros in the fleet joined the fleet in 1970, with Stena Transporter (later Jarl Transporter of Marine Atlantic of Canada) as the first on the Gothenburg to Kiel route. The sisters were Stena Carrier, later renamed Ulidia on the Irish Sea services of British Rail, Stena Trailer of 1971 which became Dalriada on the Stranraer to Larne route, while other similar freight ro-ros of this initial smaller size included Stena Topper (later Darnia on Irish Sea routes), Stena Timer, Stena Seatrader, Stena Shipper, Stena Trailer, and Stena Sailer, the latter from the Vuyk & Zonen yard in Holland in 1973.

STENA SEARUNNER RO-RO CLASS

A major investment was made from early 1977 until late 1978 in a larger freight ro-ro class of eleven vessels, known as the important 'Searunner' class. The class was designed and built by the Hyundai Heavy Industries yard at Ulsan in South Korea as twin screw ships with a lane length of 1,650 metres of freight and a deadweight from 8,670 to 9,200 tonnes. They had dimensions of overall length of 155.6 metres, moulded beam of 21.7 metres, and a maximum loaded draft of 7.3 metres. There were overnight cabins for a dozen drivers, and two big powerful Pielstick four stroke diesel engines of 15,636 bhp gave a service speed of 18 knots via twin propellers. The blue hulled class had a crew of 30 and spent most of their long careers chartered out by Stena, and were built as Yard numbers 642 to 652 as follows:-

Y642 - **Merzario Ausonia** on charter to Merzario Lines, renamed in 1980 as Stena Freighter, later chartered out until arrived at Alang for breaking up on 29th September 2011.

Y643 - **Stena Runner** renamed in 1978 as Alpha Progress on charter to Greek owners, with a brief charter to Tor Line in 1979, converted to a Ro-pax in 1979 at Bremerhaven with later charters to Hellas Ferries as Hellas, until purchased by Townsend Thoresen European Ferries and renamed Doric Ferry for Felixstowe service. Renamed European Tideway in 1992 until repurchased by Stena and renamed Stena Transfer in December 2002 for Harwich to Europoort service. Arrived for breaking up at Alang on 10th March 2012.

Y644 - **Norsky** on charter to North Sea Ferries, renamed in 1980 as Stena Shipper and later chartered out until rebuilt at Hamburg in 1987, and in service until broken up at Aliaga in May 2010.

Y645 - **Elk** on charter to P. & O. Ferrymasters for a regular Tees to Gothenburg service with extra hull section inserted in 1987, until renamed Tor Baltica in 2001. Arrived at Alang on 24th November 2011 for breaking up.

Y646 - **Stena Prosper** but launched as Atlantic Prosper on an ACL charter, renamed Stena Ionia in 1981, Stena Gothica in 1985 and rebuilt at Bremerhaven in 1986. She became Finnbirch for Finnlines in 1997 and capsized and sank off the East coast of Sweden on 1st November 2006.

Y647 - **Gate Felicia** on charter until renamed Stena Grecia in 1983, and Atlantic Freighter in 1987 on charter to Marine Atlantic of Canada. She was sold to Greek owners in 2010 and renamed Pelagitis and is still in service.

Y648 - **Stena Project** but launched as Atlantic Project on charter to ACL, renamed Stena Hispania in 1983 and rebuilt at Bremerhaven in 1986. She was renamed Finnforest in 1996 for Finnlines and arrived for breaking up at Alang on 3rd September 2011.

Y649 - **Alpha Enterprise** on charter to Greek owners with a brief charter to North Sea Ferries in 1979 until converted into a Ro-pax at Bremerhaven in 1980, chartered to Hellas Ferries as Syria and then to Townsend Thoresen European Ferries for a Felixstowe to Europoort service. Renamed Stena Transporter in 1983 with short charters to TT-Saga Line and Cobelfret in 1984, followed by more charters out as Cerdic Ferry and European Freeway for Felixstowe to Rotterdam service. P. & O. Felixstowe services were sold to Stena in 2002 and she was renamed Stena Partner in 2002, and is still in service with new owners as Sea Partner.

Y650 - **Imparca Express 1** on charter until renamed Stena Carrier in 1980 followed by more charters out until she arrived for breaking up at Aliaga on 7th June 2012.

Y651 - **Merzario Hispania** on charter to Merzario Lines until converted in 1981 to a Ro-pax at Bremerhaven for Townsend Thoresen European Ferries for a Felixstowe to Europoort service. Served in the Falklands War in May 1982 as Nordic Ferry, chartered out to P. & O. European Ferries until July 2002. Chartered to Scandlines for a Trelleborg to Travemunde service for much of 2002 and then returned to Harwich to Europoort service, renamed as Stena Transporter in 2002 until broken up at Aliaga during 2017.

Y652 - **Stena Trader** but completed in 1978 as Stena Transporter and converted in 1980 to a Ro-pax at Bremerhaven. Served in the Falklands War in May 1982 as Baltic Ferry, later long charters to P. & O. until she arrived at Alang for breaking up on 7th August 2011.

STENA EXPANSION INTO BULK, OFFSHORE and DRILLING SECTORS

Dan Sten Olsson, born in 1947 as the son of founder Sten Allan Olsson, became Managing Director of parent company Stena A/B of Gothenburg in 1983. Dan had a vision of a very large Northern European ferry giant, a vision that he pursued vigorously with many initiatives until he was ultimately very successful by the Millennium and onwards with a very large ferry empire that stretched from the Irish Sea to the North Sea and to all corners of the Baltic Sea. He chartered the handsome twin funnelled Fred. Olsen ferry Bolero of 11,344 grt, completed in 1973, in May 1978 from her Newcastle to Kristiansand, Stavanger and Bergen service for a four year charter. She replaced Stena Scandinavica, sold to Irish Continental Line to run as St. Killian. Bolero had also been designed for Caribbean cruising in winter, and under the name of Scandinavica continued this warm water cruising with Stena, replacing the liner Stockholm of 1948 vintage that had been used by Stena under charter for an annual cruise from 1966 as the East German Government owned Volkerfreundschaft.

Expansion into the petroleum sector began in 1976 with the first Offshore Supply Vessel, Oil Piper completed in 1976 in Norway, and in the fleet until 1981. Tanker owning and the oil trades began in 1982 with the formation of Stena Bulk A/B division of the company. The gas tanker Mandrill of 41,256 dwt had been purchased in 1980 and renamed Stena Oceanica. The VLCC tanker Santillana of 269,195 dwt was purchased in 1983 and renamed Stena Atlantica, the Aframax tanker Elvira C of 132,478 dwt was purchased in 1983 and renamed Stena Pacifica, and the product tankers Esso Nagoya of 22,075 dwt, and Afran Neptune of 31,185 dwt were also purchased in 1983 and renamed Stena Adriatica and Stena Caribica. Northern Marine Management was formed in 1983 to manage tankers that were not Swedish flagged, and the publicly quoted Concordia Maritime A/B was jointly formed with Neste of Finland and listed on the Stockholm Stock Exchange as the main tanker owning company.

Universe Tankships (Delaware) Inc, a subsidiary of National Bulk Carriers of the U.S.A., was taken over in 1986. A fleet of fifteen tankers of 1.75 million deadweight tonnes had been built up by 1986. VLCCs of Universe Tankships (Delaware) Inc. and Burmah Tankers Inc. were renamed as follows:-

Above: The 64,917dwt Stena Polaris was built in 2010 by Brodosplit at Split. *(FotoFlite)*
Below: The 9,158gt Stena Wellservicer was built in 1989 by North East Shipbuilding at Pallion. In 1994 she was renamed CSO Wellservicer and in 2008 she became Wellservicer of Technip UK Ltd. In 2018 she joined GSP Offshore SRL as GSP Falcon and she still operates for them today. *(C. Reynolds collection)*
Bottom: The 25,122gt Stena Fantasia was built in 1980 by Kockums MV at Malmo as the Scandinavia for Rederi A/B Nordbo. In 1981 she joined So Mejdunaroden Automobilen of Bulgaria as Tzarevetz and in 1988 she became Fiesta of Ro-Ro I Ltd. In 1990 she was acquired by Sealink, initially as Fantasia, then renamed Stena Fantasia. In 1999 the new company P&O Stena Line renamed her P&OSL Canterbury which was shortened to PO Canterbury when Stena pulled out of the company in 2002. In 2004 she was sold to Daliana Shipping of Greece and renamed Alkmini A and later that year she joined POL Ferries as Wawel for whom she still operates. *(C. Reynolds collection)*

Stena Concordia	ex Universe Burmah
Stena King	ex Burmah Enterprise
Stena Queen	ex Burmah Endeavour
Stena Concept	ex Universe Monitor
Stena Congress	ex Universe Mariner
Stena Constellation	ex Universe Sentinel
Stena Contender	ex Universe Ranger
Stena Continent	ex Universe Guardian
Stena Convoy	ex Universe Pioneer
Stena Explorer	ex Universe Explorer

The new Aframax tankers Stena Concert, Stena Concertina, and Stena Confidence of 97,100 dwt were built for National Bulk Carriers Inc, and the Marubeni Corporation of Japan, and Mitsui O.S.K. Lines of Japan in 1992 by Japanese builders, and also joined the Stena Bulk A/B pool. Stena Savonita of 78,775 dwt was built in 1992 by Tsuneishi Zosen in Japan and was managed by Ugland of Norway.

The Stena Bulk A/B fleet at the Millennium consisted of 33 VLCC and Aframax tankers, of which over half had 'Stena' prefixes to their names, with two more wide beam V-MAX ULCCs of 312,675 dwt on order from South Korean shipbuilder Hyundai for charter to Sun Oil Company of the U.S.A. Stena Vision and Stena Victory were completed in 2001 with dimensions of overall length 1,082 feet, moulded beam of 230 feet and a maximum draft of 62 feet, and were twin funnelled, twin rudders with twin steering gear, and fitted with two M.A.N. – B & W main engines, each in their own engine room with a watertight firewall between them. Advanced navigation equipment on the bridge for safety gave twin consoles and twin displays of harbours being navigated.

All of the tanker fleet had 'STENA BULK' in large white capitals on both sides of their hulls. Chemical tankers also joined the fleet, including Stena Phosphorus, Stena Sulphur, Stena Carbolica, Stena Chemica, and two other wide beamed coastal tankers of 10,000 dwt joined the fleet as the C-MAX units of Stena Caribbean and Stena Calypso. Six S-47 product tankers of 47,400 dwt joined the fleet in 2004/05 from the Uljanik yard in Pula in Croatia as Stena Concept, Stena Conqueror, Stena Contest, Stena Concert, Stena Concord and Stena Conquest. Ten Panamax tankers of 72,000 to 74,000 dwt also joined the fleet between 2002 and 2007 as Stena Companion, Stena Compatriot, Stena Compass, Stena Compassion, Stena Comanche, Stena Commander, Stena Polaris, Stena Poseidon, Stena Venture, and Yong Xing Zhou chartered out to China. Many of the older Stena VLCC tankers had been sold for conversion into FPSOs for use by French Elf Aquitaine and other oil majors, or had been cut up for scrap by 2002.

Diving support vessels, pipe lay barges, and oil drillships and oil rigs joined Stena Offshore Ltd. and Stena Drilling Ltd. in the first half of the 1980s, with the first drilling

rig Stena Tay (ex Safe Gothia) delivered in 1984. Stena Drilling Ltd. then acquired Atlantic Drilling Co. Ltd. in 1985, formed from the 50% of a rig venture owned by Souter of Newcastle, the other half being owned by Reardon Smith of Cardiff. The Cardiff half share was later purchased by Ben Line, making Atlantic owners of two rigs costing £16 million. The parent companies for the two Stena offshore and drilling companies were Stena (U.K.) Ltd. and Stena International Ltd.

Oilfield surveys, maintenance and repair as well as sub sea engineering construction were also caried out by Stena Seaspread, Stena Workhorse, Stena Wilchief, Stena Apache, Stena Constructor, Stena Marianos, Stena Mayo, Stena Orelia, Stena Venturer, with the new sisters of Stena Seawell and Stena Wellservicer completed by Sunderland Shipbuilders Ltd. in 1987/88. Flexible pipe laying was undertaken by Flex Installer, Flexservice 1, and Sunrise 2000. The drillships were Stena Clyde (ex Benloyal owned by Ben Line from 1992), Stena Dee (ex Dyvi Stena), Stena Spey (ex High Seas Driller built in 1983 by Daewoo in South Korea) and Stena Tay, while the former Houlder Brothers oil rig Uncle John, named after John Houlder and built in 1977, kept her name.

On 1st April 1995, Stena International Ltd. sold its interests in Stena Offshore Ltd. to Coflexip of Houston in exchange for a 18% stake plus 13% of convertible bonds in the new group of Coflexip Stena Offshore (CSO). A fleet of seventeen international oil drillships and offshore vessels then adopted 'CSO' as the prefix to their names instead of 'Stena'. This was a good business match, as the turnover of Coflexip was in the manufacture of pipes, while the turnover of Stena Offshore came from installing pipes. The revenue of CSO was generated from the North Sea (50%) and its Aberdeen base, the Brazilian oilfields (25%), and oilfields throughout the rest of the world (25%). In Millennium year, CSO was acquired by Technip S.A. of the U.S.A., founded in 1958 with a fleet of five pipe layers and another big fleet of diving support ships. In 1995, Stena Bulk A/B formed StenTex in an alliance with Texaco, in addition to the fleet being chartered by BP and Shell and other oil majors.

THE STENA LINE NORTH SEA AND BALTIC SEA SERVICES

During the 1980s, Stena Line acquired three other major competing ferry lines. In June 1983, its biggest competitor on the Sweden to Denmark routes was Sessan Line, which was acquired and incorporated into Stena Line, including their biggest ro-pax newbuild sisters in Kronprinsessan Victoria of 1981 (renamed Stena Saga (2) in 1988 and Stena Europe in 1994) and Prinsessan Birgitta of 1982, which became the largest ferries in the Stena Line fleet at that date. Prinsessan Birgitta became St. Nicholas of Sealink (U.K.) Ltd. for a Harwich to Hook of Holland service, replacing both St. George and Prinz Oberon, the latter chartered from DFDS. She was renamed Stena Normandy for a Southampton to Cherbourg service in June 1991, making two trips daily with accommodation for 1,600 passengers and 900 berths. She was chartered in January 1998 and sold in February 2001 to the Irish Continental Group for $21.75 million. Prinsessan Desiree also joined the Stena Line fleet but was sold off in 1983, and Prinsessan Christina was later renamed Stena Nordica and Stena Prince.

In 1983, Stena Line A/B acquired Varberg-Grenaa Line, and two years later the right also to the former name of the operating company, Lion Ferry. Lion Ferry continued as a separate marketing name within Stena Line until 1997, when it was incorporated into Stena Line. In 1989, Stena Line A/B acquired yet another ferry company in Stoomvaart Maats Zeeland (SMZ), which was trading in that year as Crown Line of Holland.

This gave Stena Line the most lucrative ferry route on the North Sea in the Hook of Holland to Harwich route, and it has been operated ever since as the only passenger ferry service on the route. Koningin Beatrix was the SMZ Ro-pax and had been built in 1986 by the Van der Giessen du Nord yard at Krimpen in Holland, and was transferred away from the North Sea in 1997 (on the advent of the HSS 1500 Stena Discovery at Harwich) to the Fishguard to Rosslare route, replacing Stena Felicity. She was transferred again in 2002 to the Karlskrona to Gydnia route as Stena Baltica, swapping routes with Stena Europe. This famous Dutch ferry is still in service today as SNAV Adriatico for Italian owners.

The Stena Line A/B fleet doubled in size on 31st May 1990 with the hostile acquisition of Sealink (U.K.) Ltd. from Sea Containers, led by James Sherwood, for £259 million. Thus, at a stroke, the Stena fleet became a major force in British as well as Scandinavian waters, with operating income then coming from the Dover to Calais, Folkestone to Boulogne, Fishguard to Rosslare, Holyhead to Dun Laoghaire, Stranraer to Larne and Harwich to Hook of Holland routes. All of the owned or chartered ships and the four ports of Harwich, Fishguard, Holyhead and Stranraer were included in the bargain price. After two changes of name, the company became in 1995 Stena Line (U.K.) Ltd., which currently operates all of the Stena Line ro-paxes and ro-ros between England, Scotland, Wales and Northern Ireland and Eire.

Two Ro-pax sisters, Stena Fantasia and Fiesta, were introduced on the Dover to Calais route at the end of 1990 after major rebuilds from freight ro-ros Tzarevetz and Trapezitza, built in 1980 by Kockums at Malmo for Navigation Maritime Bulgare. These rebuilds included passenger berthed accommodation for 175, as well as deck passengers, and 826 TEU of containers on trailers on the vehicle deck. Identification of this pair was very easy, as forward of the twin funnels was the domed top of a very luxurious lounge on the deck below Boat Deck. This pair were very unwieldy in at slow speeds and berthing was too slow. At the Gotaverken yard in Gothenburg, an extra propeller was added between the twin rudders and an extra bow thruster was added to enable an extra crossing per day to make five per day. Stena Fantasia switched in 1998 to P. & O. Stena Ferries as P&OSL Canterbury, while Fiesta changed to SeaFrance in 1996 as SeaFrance Cezanne.

I happened to be returning from Calais on Stena Fantasia in Stena Line colours on 4th January 1998 during a Force 10 mini typhoon which suddenly swept up Channel, and forced us to take a battering while cavorting around at slow speed in mid Channel as we rode out the storm at night. We had two passengers with bad head injuries, and were allowed into Dover before the rest of the waiting fleet to allow two green clad paramedics to jump onto the stern from the linkspan in order to treat these serious injuries.

Timing was important for the jump as there was a swell of six feet running in the harbour. Tables in the main lounge were quickly turned into treatment areas with sheets, and the paramedics managed to stem the flow of blood from bad head injuries. We then returned to mid Channel to await the time when the Port of Dover reopened a day or so later. A large amount of Portmeirion crockery and expensive electrical goods, and all of the biscuits, presents and tourist items were unceremoniously smashed on the floor of the shop during the cavorting of the ferry, making it resemble a very dangerous, sliding disaster area.

Three Highspeed Sea Service (HSS) fast craft were introduced in 1996/97 to the Stranraer to Belfast, Holyhead to Dun Laoghaire, and Harwich to Hook of Holland services as Stena Voyager, Stena Explorer and Stena Discovery respectively, each carrying 1,500 passengers. The smaller fast craft Stena Carisma, built in 1997, carried 900 passengers and operated on the Gothenburg to Frederikshavn route. Stena Empereur was the new name of Stena Jutlandica (2) of 1983, previously in Scandinavian waters, when transferred to the Dover to Calais route in 1996 with capacity for 2,300 passengers and 550 cars, the largest of any ship on this busy English Channel route.

In 1998, the Stena Line ferry operations from Dover and Newhaven to Calais, Boulogne and Dieppe were merged with P. &

Above: The 31,189gt Koningin Beatrix was built in 1986 by Van der Giessen-de Noord at Krimpen a/d Ijssel. In 2002 she became Stena Baltica then in 2013 she moved to Grandi Navi Veloci as SNAV Adriatico. She is still in service for them. *(C. Reynolds collection)*

Below: The 24,828gt Stena Europe was built in 1981 by Gotaverken Arendal at Gothenburg as the Kronprincessan Victoria for Rederi A/B Gotland. In 1988 she was renamed Stena Saga and in 1994 Stena Europe while on charter to Stena. She was purchased by Stena in 1997 and renamed Lion Europe for their Lion Ferry enterprise but in 1998 became Stena Europe again. She is in the present fleet. *(Nigel Lawrence)*

Bottom: The 12,619gt Stena Caledonia was built in 1981 by Harland & Wolff at Belfast as the St. David for Sealink. She became Stena Caledonia in 1991. In 2012 she joined ASDP Indonesia Ferry and was renamed Port Link. She still opereates for them today. *(C. Reynolds collection)*

O. European Ferries to form P. & O. Stena Line, 40% of which was owned by Stena Line and 60% by P. & O., which then acquired all of the Stena shares four years later and changed the name to P. & O. Ferries. This new joint company was formed in response to the vigorous competition from the Channel Tunnel, completed in 1994 at the enormous cost of £12 billion. Eurotunnel slashed its fares to France through the tunnel, and decided not to pay interest on the construction costs, with the result that both Stena Line and P. & O. Ferries had suffered badly from price competition. The new company started with Stena contributing five conventional ferries, and the fast craft Stena Pegasus on the Newhaven to Dieppe route, while P. & O. Ferries contributed eight ferries running from Dover to Calais and Zeebrugge. The new company was expected to save £75 million with a staff reduction of one thousand amongst the joint 5,500 workforce. Dan Sten Olsson of Stena and Lord Sterling were joint Chairmen of the new company, with each company having four directors on the Board including Russell Peters, Managing Director of P. & O. Ferries at Dover. Gareth Cooper of Stena Line and Graeme Dunlop of P. & O. Ferries remained in charge of the other U.K. ferry businesses.

A venture that was not successful due to vested casino interests of Native Americans in British Columbia and on the border with the United States was Stena BC Line in the summer of 1990. This operated across Puget Sound from Victoria on Vancouver Island to Seattle. Lion Queen was refitted and modernised with a casino and renamed Crown Princess Victoria to run alongside two elderly small liners, the twin funnelled steamer Princess Marguerite of 1948 and the diesel powered Vancouver Island Princess of 1955. However, the arrival in British Columbian waters of a North European built ferry in opposition to State owned ferries was greeted with an immediate large tax bill, that was only nullified by the intervention of the Federal Canadian Government in Ottawa. The competing floating casino on the Stena ferry provoked strenuous and vociferous opposition from the Native Americans, whose way of life was based on shore based casinos, and the Stena BC Line venture was very quickly ended.

The new classes of ro-paxes and ro-ros that had entered Stena Line service during the period from 1980 to 2000 were as follows:-

Stena Danica (4) and Stena Jutlandica (2) were two larger jumbo sized ro-paxes of 28,727 grt built at Dunkirk by Chantiers du Nord de la Mediterranee and designed by consulting naval architects Knud E. Hansen A/S, who also designed many other classes of Stena ro-paxes and ro-ros. The pair were very impressive in the interior decorations of their lounges and restaurants, and Stena began an

intensive marketing campaign before their arrival in service in 1983 on the Gothenburg to Frederikshavn route, taking three hours 15 minutes for the voyage. They carried a blue painted disc on their white hulls forward of the logo 'STENA LINE' with the words 'Levande Kattegat' to promote clean seas and environmental protection on their route. They had an overall length of 154.9 metres, service speeds of 19.5 knots, and could accommodate 2,274 passengers, with 120 trailers with containers, and 550 cars on their vehicle decks. Stena Jutlandica (2) was renamed Stena Empereur for Dover to Calais service in 1996.

Stena Germanica and Stena Scandinavica were two more large jumbo sized ferries of 38,772 grt completed in Polish yards in 1987/88, after delays caused by the labour strikes of the Solidarity freedom movement of that period. They had an overall length of 175.4 metres, service speeds of 20.0 knots, and could accommodate 2,400 passengers with 120 trailers with containers and 550 cars on their vehicle decks. They were built for the Gothenburg to Kiel route, taking 14 hours for the voyage, and during the summer season on some days the vessel arriving in Gothenburg overnight would make a daylight round trip to Frederikshavn before departing to Kiel on the following evening. During the winter of 1998/99 they were modified to increase freight capacity and reduce the number of cabins. After the arrival of this pair in service in 1987/88, Stena Saga (2), the former Kronprinsessan Victoria built in 1981, was transferred to the Oslo to Frederikshavn service. In 1994, she was then transferred to the Harwich to Hook of Holland service as Stena Europe.

Silvia Regina was built in 1981 by the Wartsila yard in Finland for Silja Line service between Stockholm and Helsinki with luxurious capacity for 2,000 passengers and a lane length of 1,610 metres for trucks and 510 cars. She has dimensions of overall length of 166.5 metres, moulded beam of 28.5 metres, and a loaded draft of 6.71 metres, with a good service speed of 22 knots from a quartet of Wartsila Pielstick 12PC25V diesel engines. She was purchased by Stena Line in 1991 and renamed Stena Britannica (2) for the Harwich to Hook service on arrival at the Hook of Holland on 17th June 1991 to partner Koningin Beatrix. The Harwich to Hook of Holland service celebrated its centenary on 1st June 1993, and both Stena Britannica (2) and Koningin Beatrix had a special large diameter logo painted on their hulls with the celebratory '100 Years'. In March 1994, Stena Britannica (2) was renamed Stena Saga (3) for the Oslo to Frederikshavn service in an exchange of route with Stena Saga (2). She is currently laid up at Uddevalla in Sweden as Saga.

THE STENA IRISH SEA SERVICES

Sealink (U.K.) Ltd. was formed on 1st January 1979, however the trade group name of 'SEALINK' had been used on the hulls of British Rail ferries since 1972/73 as well as on the ferries of their French, Belgian and Dutch partners. In April of that year the chartered Stena Normandica with capacity for 450 cars replaced Avalon on the summer schedule from Fishguard to Rosslare. This sharp increase in car capacity led to the start of a major car touring holiday industry in the South and South West of Ireland. The British & Irish Steam Packet Co. Ltd., established in 1836 but at that time State owned, opened a rival Pembroke Dock to Rosslare service in May 1980 using the chartered Viking III.

The newly opened central pier and ro-ro ramp at Rosslare was used for this Pembroke Dock service, which was operated from October 1980 by Stena Nordica, an exact sister of Stena Normandica. During refits of Stena Normandica, three of the four new Harland & Wolff built ferries, St. David, St. Christopher and St. Anselm, deputised on the route and included a long period of several months in Spring 1984 when Stena Normandica received a £0.5 million refit to bring her up to Sealink standard, at the conclusion of which she was renamed St. Brendan. The venerable saint had in antiquity made spectacular sea voyages from Ireland to as far away as Madeira. Subsequently, refits of St. Brendan were covered by the Folkestone trio of Horsa, Hengist and Senlac and the Tyne built Vortigern completed in 1969.

In summer 1987, the Sealink service to South Wales was run on a joint basis with the B. & I. Line service to cut costs, with the hull wording on both services as 'B & I Line ROSSLARE-FISHGUARD Sealink', and the funnels had a joint logo. On 31st May 1990, Stena Line purchased Sealink for $259 million, including the larger ferry Felicity with capacity for 517 cars and 1,142 passenger berths and 872 deck passengers, which had been on charter for the Rosslare to Fishguard service from September 1989. She had replaced St. Brendan in March 1980 and then underwent a major refit at Tilbury at the conclusion of which she was renamed Stena Felicity. She offered a new standard of comfort and luxury on the Rosslare to Fishguard route, which she operated for seven years.

Stena Felicity was replaced in 1997 on the Rosslare to Fishguard service of Stena Line by Koningin Beatrix, completed for the Zeeland Steamship Company (SMZ) of Holland in 1986 by the Van der Giessen yard at Krimpen with accommodation for 2,100 passengers, until 2002. Stena Europe then took over the route, she had been completed in 1981 as Kronprinsessan Victoria for Swedish owners with capacity for 2,076 passengers in berthed and unberthed accommodation and 456 cars. Stena Europe made two crossings daily to Fishguard, each taking three hours and 30 minutes at her service speed of 21 knots from quadruple 12-cylinder Wartsila diesels of 20,600 bhp. A fast ferry also operated on the route in summer only for Stena Line, cutting the crossing time down to only one hour and fifty minutes, marketed as Stena Express.

The Irish Ferries service from Rosslare to Cherbourg and Le Havre ran until January 1998 when the larger Stena Normandy of 17,043 grt and capacity for 2,100 passengers and 460 cars was renamed as Normandy on charter on the route. She was a sister of Stena Europe and had been built in 1981 by the Arendal yard at Gothenburg as Prinsessan Birgitta, and had later sailed as St. Nicholas for Sealink on the Harwich to Hook of Holland service, and was well known on the Southampton to Cherbourg route as Stena Normandy. One of her distinctive features was her staggered windows aft of her tiered show lounge, a feature also incorporated on her near identical sister of Stena Europe. The exterior of the two ferries was identical, however Stena Europe had seventy cabins more than her sister. Normandy was laid up by Irish Ferries in November 2007 after difficulties had arisen, and after use as an accommodation ship at the Sembawang yard in Singapore she sailed for Alang from Singapore on 31st October 2012 for breaking up.

Stena Line acquired the Celtic Link ferry service from Rosslare to Cherbourg in an announcement on 26th February 2014, and began using the chartered in 'Visentini' type Stena Horizon (ex Celtic Horizon) from 1st April 2014 on three weekly sailings on the route. Stena Europe was almost on her beam ends on 31st January 2015 when entering Fishguard harbour in heavy weather, leading to a freight trailer overturning and preventing the disembarkation of all vehicle traffic due to the ferry berthing stern first. All foot passengers were safely disembarked and the ferry went back to sea until the weather moderated to allow her to berth bow first. The current Stena Line ferries operating in 2021 from Rosslare are Stena Europe on the Fishguard service, with the new Ro-pax Stena Embla and the chartered in Ro-pax Stena Horizon on the Rosslare to Cherbourg, with freight ro-ro Stena Foreteller operating with this latter pair as freight only.

When the HSS 1500 Stena Explorer began on the Holyhead to Dun Laoghaire in 1996, the service was supplemented by Stena Hibernia, the former St. Columba, built by Aalborg Vaerft in 1977 to accommodate 1,700 passengers with 335 cars on her car deck on the twice daily Holyhead to Dun Laoghaire service. St. Columba had been on the route when it was taken over by Stena Line in 1990. Stena Hibernia was renamed Stena Adventurer in 1996 for an extra year on her familiar route until she was sold to Agapitos Express Ferries of Greece and renamed Express Aphrodite.

PHOTO OF T

A busy morning in Hong Kong on 20th February 2016. Berthed at the Cruise Terminal is Seven Seas Vo
Star Pisces and the Superstar Virgo. There are also three Star Ferries berthed at the Tsim Sha Tsui Star
The 42,363gt Seven Seas Voyager was built in 2003 by Visentini at Porto Viro and completed by T. Mari
The 40,053gt Star Pisces was built in 1990 by Masa Yards at Turku as the ferry Kalypso for Rederi A/B S
on the casino.
The 75,338gt Superstar Virgo was built in 1999 by Jos. L. Meyer at Papenburg. In 2019 she was transfe
Photo: Nigel Lawrence

THE MONTH

vager of Regent Seven Seas Cruises while in the channel are two ships from the Star Cruises fleet, the erry Pier.

tti at Genoa.

e. She joined Star Cruises in 1993 and these days is used for short overnight cruises with the emphasis

red to parent company Genting and renamed Explorer Dream.

Stena Challenger of 18,523 grt, built by Fosen of Norway in 1991 to accommodate 500 passengers and 480 cars on her car deck of lane length 1,468 metres, initially served on the Dover to Calais route until moved to the Holyhead to Dublin service between 1996 and 2001. Stena Traveller, sister of Stena Challenger from the same Fosen yard, also served for two spells on the Holyhead to Dublin service. The 'Visentini' type Stena Forwarder was then chartered for a two year period from 2001 to 2003, until the new Stena Adventurer (2) was ready at the Hyundai Heavy Industries yard in South Korea. She is of 43,532 grt and can accommodate 1,500 passengers with 500 cars on her car deck of lane length 3,400 metres. Stena Superfast X was chartered in 2015 for five years and ran with Stena Adventurer (2) from Holyhead until displaced by the new 'E Flexer' Stena Estrid. Stena Line announced the withdrawal of the Dun Laoghaire link with Holyhead in February 2015 after nearly 190 years of the connection between the two ports, Dublin being used henceforth.

The Stranraer to Larne service was transferred on 13th November 1995 to a Stranraer to Belfast service. Stena Line reduced the time on voyage passage on its Belfast to Stranraer route in May 2008 by ten minutes by switching berths from Albert Quay in Belfast to the new Victoria Terminal 4. An extra ship and formerly in the fleet as Stena Parisien was repurchased in July 2009 from SeaFrance for the Stranraer service and was renamed as Stena Navigator, to run alongside the wide hulled HSS 1500 Stena Voyager and the conventional ferry Stena Caledonia. However, all three moved on for further service or breaking up when the Stranraer terminal was closed in 2011. Two long term chartered 'Superfast' ferries from the Estonian ferry operator Tallink were introduced on the new Stena terminal at Cairnryan as Superfast VII and Superfast VIII on 21st November 2011. They underwent refits in Poland to change them from overnight ferries to the short three hour day run from Cairnryan, which included the demolition of an entire deck of cabins to be replaced by public rooms, with other changes to the vehicle decks and with new more efficient propellers fitted. Stena Superfast VII suffered minor technical difficulties in mid August 2015 resulting in her missing a round trip on the Cairnryan to Belfast route.

Stena Line also announced in December 2010 that it had acquired the Northern Irish Sea operations of DFDS Seaways. The sale included the Belfast to Heysham and Birkenhead routes, plus two ferries on the Heysham route in Scotia Seaways and Hibernia Seaways, and two chartered ferries from the Birkenhead to Belfast route in Mersey Seaways and Lagan Seaways. The long running freight ferry route from Fleetwood to Larne using three former P. & O. freight ferries, Stena Leader, Stena Pioneer and Stena Seafarer, was closed down on Christmas Eve 2010.

Seatruck Precision and Seatruck Performer, built for Seatruck Ferries by Flensburger Schiffs Gesellschaft (FSG) in 2010 for the Belfast to Heysham route, were chartered by Stena Line from September 2012 to the end of August 2018. They replaced Stena Hibernia and Stena Scotia, which had less freight capacity, and were renamed Stena Precision and Stena Performer. Stena Hibernia later swapped routes with Stena Precision to increase capacity on the Belfast to Birkenhead route alongside Stena Lagan and Stena Mersey as the third ship on this run.

The 'Visentini' type ferries Stena Lagan and Stena Mersey, built in 2005, left Liverpool to Belfast service in 2021 for refits in Turkey where they were fitted with 36 metre mid-sections to add a further 30% capacity to their passenger and freight loadings. They are renamed Stena Scandica and Stena Baltica respectively after their refits and take up the new Stockholm South (Norvik) to Ventspils route. Their new increased capacity will be 970 passengers with 200 new cabins fitted, lane length of 2,875 metres plus an additional car deck.

CONTINUED NEXT MONTH

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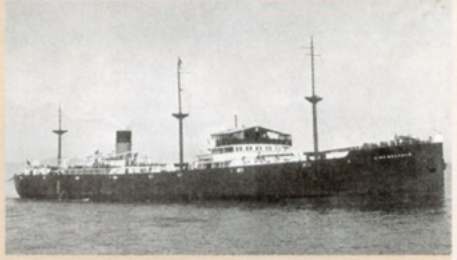
80 YEARS AGO

Significant British Merchant Ships lost in October 1941

Date	Name	Built	GRT	Owners	Position	Lives lost
1	San Florentino	1919	12,842	Eagle Oil	Torpedoed (U-94) in N. Atlantic	22
2	Empire Wave	1941	7,463	Ministry of War Transport	Torpedoed (U-562) 500nm E of Cape Farewell	31
2	Hatasu	1921	3,198	Moss Hutchison Ltd.	Torpedoed (U-431) 600nm E of Cape Race	40
5	Tynefield	1926	5,856	Hunting & Son	Mined in Suez Canal	7
6	Thistlegorm	1940	4,898	Albyn Line	Bombed and sunk in Red Sea	9
8	Recenia	1904	179	Parkholme Trawlers	Wrecked on Barn Scar Rocks, Cumbria	
8	Rosalie Moller	1910	3,963	British China SS Co.	Bombed and sunk in Red Sea	2
10	Nailsea Manor	1937	4,926	Nailsea SS Co.	Torpedoed (U-126) NE of Cape Verde Islands	
10	Warkworth	1924	4,941	Dalgleish SS Co.	Sank after collision 500nm SSW of Vestmann Islands	13
11	Haytian	1875	2,336	West India & Pacific SS Co.	Bombed and sunk at Portland	
12	Chevington	1923	1,537	Broomhill Collieries	Torpedoed (S-53) off Cromer	8
12	Glynn	1918	1,134	Shamrock Shipping	Bombed and sunk in North Sea	2
15	Empire Heron	1920	6,023	Ministry of War Transport	Torpedoed (U-568) SE of Cape Farewell	43
15	Silvercedar	1924	4,354	Silver Line	Torpedoed (U-553) SE of Cape Farewell	16
17	Lingfield	1917	1,002	Fichley SS Co.	Sunk after collision off Norfolk	
17	Pass of Balmaha	1933	758	Bulk Oil SS Co.	Torpedoed (U-97) off N. Africa	20
17	W.C. Teagle	1917	10,678	Panama Transport Co.	Torpedoed (U-558) in the Atlantic	31
18	Empire Ghyll	1941	2,011	Ministry of War Transport	Mined in Thames estuary	7
18	Empire Grove	1941	321	Ministry of War Transport	Wrecked S of Hartland Point	
18	Mahseer	1925	7,911	Brocklebank Line	Mined in Thames estuary	
19	Baron Kelvin	1924	3,081	H. Hogarth & Sons	Torpedoed (U-206) 100nm W of Tarifa	26
19	Inverlee	1938	9,158	Bank Line	Torpedoed (U-204) 30nm from Cape Spartel	21
21	Serbino	1919	4,099	Ellerman-Papayanni Line	Torpedoed (U-82) SW of Cape Clear	14
21	Treverbyn	1920	5,218	Hain SS Co.	Torpedoed (U-82) SW of Cape Clear	48
24	Alhama	1938	1,352	Mossgiel SS Co.	Torpedoed (U-564) 300nm W of Gibraltar	
24	Ariosto	1940	2,176	Ellerman Wilson Line	Torpedoed (U-564) 300nm W of Gibraltar	6
24	Carsbreck	1936	3,670	Lambert Bros.	Torpedoed (U-564) 300nm W of Gibraltar	23
24	Empire Guillemot	1919	5,641	Ministry of War Transport	Torpedoed and sunk by Italian aircraft off Algeria	11
26	English Trader	1934	3,953	Trader Navigation	Wrecked on Hammond Knoll	4
27	Antiope	1930	4,545	Egypt & Levant SN Co.	Bombed and sunk in North Sea	1
27	Walnut	1910	340	Joseph Fisher & Sons	Lost without trace in Irish Sea	9
28	Hazelside	1940	5,297	Charlton SS Co.	Torpedoed (U-68) 600nm SE of St. Helena	2
28	King Malcolm	1925	5,120	King Line	Torpedoed (U-106) in the Atlantic	38
28	Ulea	1936	1,574	Glen & Co.	Torpedoed (U-432) in the Atlantic	19
29	Sarastone	1929	2,473	Stone & Rolfe	Bombed and sunk in the Atlantic	1
30	British Fortune	1930	4,696	British Tanker Co.	Bombed and sunk off Aldeburgh	8
30	Rose Schiaffino	1920	3,349	Ministry of War Transport	Torpedoed (U-374) off Newfoundland	41

Pass of Balmaha was lost with all hands on 17th.

Treverbyn was sunk on 21st with all her crew.



King Malcolm was lost with her entire crew on 28th.

NOMIKOS

Two branches of the Nomikos family from Santorini became important shipowners in the 20th century. These families had respectively hailed from Oia and Messaria. An article focusing on Loucas N. Nomicos from Oia was published in the September 2020 edition of Shipping Today and Yesterday magazine. This article focuses on **Petros Markos Nomikos (1865-1947)** and his nephew **Markos Anastasios Nomikos (1892-1955)**, who were both born in Messaria, and their descendents.

PETROS M. NOMIKOS

Petros M. Nomikos was an established entrepreneur in the construction of port works and other state infrastructure. It is understood that his first ship was a small passenger steamer named **Petros** with which he started a service connecting Syros with the other Cyclades Islands in 1892. In 1911 he then bought, together with G. Tsiros, the 227grt Hebburn built steamer **Ismini**. She was sold in 1913 and in 1944, as **Helly**, bombed at Gavrion, Andros Island. She was followed by an 1896 Govan built converted trawler, the former **Lupus**, renamed **Angelos Kanellopoulos** and sold in 1915. Next to be purchased was the 1855 Govan built passenger steamer **Thessalia** from George Papayanni & Pierre Mussabini, later renamed **Sophia**, which was sold in 1917, followed by a majority share in the passenger steamer **Ioulia** which was resold in the same year to the Sigalas family. At the start of the article on Sigalas, published in the March 2016 edition of Shipping Today & Yesterday, it was mentioned that this family had invested in coastal passenger ships serving the Cyclades from Piraeus.

In 1911 Petros M. Nomikos founded the company Thiraki Atmoploia, which translates into English as Thera's (*aka Santorini's*) Steamship, later known as Theran Steamships. His sons **Markos (1898-1984)** and **Evangelos (1902-1985)** also became shipowners, Markos continuing the management of P. Nomikos' Thiraiki Steamship, while Evangelos took a separate path, also starting with small passenger ships.

By 1925 Thiraki Atmoploia owned five small ships, by 1938 increasing to 14 ships including the four larger ships listed in Table 1, and managed some others. The passenger/ferry service was revived in 1951 with three new small vessels named **Kanaris**, **Karaiskakis** and **Miaoulis**, all sold in 1973, to which by 1954 were added the larger vessels **Achilleus** and **Agamemnon**, which were sold to Olympic Cruises in 1958. In 1960 he purchased the 1955 built cruise ship **Wappen von Hamburg**, renamed **Delos**, which was sold in 1967. Meanwhile, in 1965, two further second hand ferries, the former **Arromanches** and **Lisieux**, were purchased and respectively renamed **Leto** and **Apollon**. **Leto** was laid up following a collision with the breakwater at Syros in 1970 and was sold for breaking in 1972. **Apollon** was sold in 1975 when the Company no longer had any interest in domestic services.

Table 1

Name	*Built*	*Former names*	*Later names*	*Fate*	*Notes*
Petrakis Nomikos	1914	Belridge	Wilhelmsburg	Torpedoed 1943	1
Marietta Nomikos	1919	War Teasel, Taransay	Drau	Scuttled 1945	2
Petros Nomikos	1913	Glenrazan, Amasis	Georgios Potamianos	Broken up 1952	3
Aspasia Nomikos	1938		Ganges Maru, Daikei Maru	Broken up 1965	4

Notes

1. A tanker, beached at Ambelaki in April 1941 after being severely damaged by a German air attack but salved and repaired at Venice, returning to service October 1942 as **Wilhelmsburg**. She was torpedoed and sunk 20 miles east of Lemnos on 7th July 1943.
2. Sold in 1939 to E.A. Karavias but with a management contract. On 25th October 1939, during a voyage from Torneå in Finland to Alexandria with a cargo of timber, she was intercepted between Götland and Öland by the German Vorpostenboot (patrol boat) Schwah (VP-101) and brought into Pillau. She was then detained at Hamburg and was formally seized on 7th April 1941 and entered service as **Drau** with Deutsches Reich. She was scuttled on 17th October 1945 in the Skagerrak with gas ammunition.
3. Sold in 1939 to Epirotiki as **George Potamianos** and broken up at Newport in 1952.
4. New ship built at Burntisland, sold in 1952 and broken up as **Daikei Maru** in Japan in 1965.

Markos P. Nomikos, who had studied law and was repeatedly elected as MP for the Cyclades, had in 1937 created a new company named Nomikos (London) Ltd. In the early 1970s, on becoming managing director, his son Peter M. Nomikos (b. 1932) renamed the company P.M. Nomikos Ltd. as Aegeus Shipping Co. Ltd.

In 1947 an EC2-S-C1 type Liberty Ship named **Petros Nomikos** was acquired from the United States Government, followed in 1948 by a T2-SE-A1 type tanker named **Petrakis Nomikos III**. A newbuilding programme was then embarked upon with two new tankers delivered in 1954, **Aspasia Nomikos** from a Japanese builder and **Marietta Nomikos** from Scotts' of Greenock.

Table 2

Name	*Built*	*Former names*	*Later names*	*Fate*	*Notes*
Petros Nomikos	1942	Horace Mann	1959 Areti	Broken up 1970	
Petrakis Nomikos III	1943	Klamath Falls	1955 Skyros	Wrecked 1962	
Aspasia Nomikos	1953			Broken up 1979	
Marietta Nomikos	1954			Broken up 1967	

Petrakis Nomikos of 1914 at Rotterdam in 1936

Aspasia Nomikos of 1953 - Swiss Ships Fotomar collection

Marietta Nomikos of 1954 - Malcolm Cranfield collection

From 1956 until 1970 all new ships were given names commencing King.

Table 3

Name	*Built*	*Sold*	*Later names*	*Fate*	*Notes*
King Aegeus	1956	1978	Nikos A	Broken up 1983	
King Theras	1956			Broken up 1978	1
King Theseus	1957	1978	Theotokos, World Shelter	Broken up 1985	2
King Peleus	1958			Broken up 1978	1
King Minos	1958	1976	Niger Star, Eastern Pioneer	Broken up 1983	
King Leonidas	1963	1982	Feng Sheng	Broken up 1985	3
King Nestor	1963	1984	Lina S., Annoula	Broken up 1987	3
King Cadmus	1964			Broken up 1983	1
King Agamemnon	1966			Broken up 1984	1
King Alexander The Great	1970			Broken up 1980	4

Notes

1. A tanker, built in Japan
2. British flagged until 1960
3. A dry bulk carrier
4. A VLCC of 227,500dwt, her name abbreviated to **Alexander** and then to **Alexander The Great** before sailing from Piraeus on 27th March 1980 for Thailand and then to breakers.

King Aegeus - Ian Shiffman

King Theras - Trevor Jones

King Theseus - Malcolm Cranfield collection

King Minos - John Wiltshire

King Leonidas - Malcolm Cranfield collection

King Nestor - Malcolm Cranfield

Although the purchase of the VLCC in 1970 may have been an expensive mistake, a second hand VLCC was acquired in mid 1979. This was the 1970 built 216,500dwt **Carnegie**, the former **Boxford** of Blandford Shipping, which had been laid up in Brunei Bay since May 1978, renamed **Philip of Macedon**. The **Alexander The Great** was directly replaced in 1980 by the 1973 built 330,000 dwt **Venpet** of Bethlehem Shipbuilding Corporation but she was an unlucky ship as, on 25th June 1984, having loaded 300,000 tonnes of crude oil at Kharg Island, she was struck by an Iraqi Exocet missile in the way of No.5 port wing tank initiating a fire. Once the fire was extinguished she moved to an anchorage off Mina Saqr to await a decision on her future but on 9th October 1984 arrived at Kaohsiung under her own power for demolition. **Philip of Macedon** had meanwhile been sold for breaking in 1982. A final VLCC of 362,000dwt, named **Sahara**, the former **Sea Saint** of Salén built in 1974, was operated by Nomikos (London) Ltd. from 1986 until sold at the end of 2001 for conversion at Singapore into the oil storage hulk **FPSO Fluminense**.

EVANGELOS P. NOMIKOS

Evangelos P. Nomikos had owned a small number of ships during the 1930s but most were lost. His largest, the 1901 Priestman, Sunderland, built **Panaghiotis**, however survived the War and in May 1946 was transferred to a South African subsidiary, Southern Steamships (Pty) Ltd., which together with his brother Markos, he formed in 1941 to effectively make use of South Africa as a flag of convenience on the understanding that priority would be given to cargoes for South Africa. Early in 1947 a new sister company, Northern Steamships (Pty) Ltd., was used to acquire the former German passenger liner **Orinoco** (above right) which, on 25th August 1939, had been seized at Tampico by the Mexican Government and, renamed **Puebla**, and was used from 1941 by the United States Government as a troop carrier. In January 1947 she took the name **Olympia** for an inaugural voyage from New York to Piraeus. The "Olympia Line" poster right advertises the return voyage to New York, referring to her former name of **Puebla**. It was during this voyage that Petros Markos Nomikos sadly passed away onboard. **Olympia** was then sold to Argentina to become **Juan de Garay** while **Panaghiotis** was sold within Greece and renamed **Megalochari**.

In 1947 Evangelos P. Nomikos then purchased from the United States Government the T2-SE-A1 type tanker **Egg Harbor** and five EC2-S-C1 type Liberty Ships (Table 4). The tanker was placed in the ownership of Southern Steamships (Pty) Ltd. to trade as **President Brand**. On her first voyage she was delayed during a bunker call at Cape Town where the unions demanded that she be fully crewed by South African nationals. An agreement was reached that the Company's ships be 75% crewed in that manner. In 1951 she was renamed **Valiente** on transfer to Southern Star Shipping Co. Inc., New York, and further renamed **Kyanos** in 1954. In 1959 she reverted to Southern Steamships (Pty) Ltd., taking the new name of **President Kruger** before being sold in 1960. In 1959 a further Liberty Ship, the former **Stamford Hill** (ex **Samneagh**), was acquired and renamed **President Boshof** under the nominal management of Effie Carella, a London based relative of the Greek owner Dimitri N. Carella who had owned her as **Rio Mar** from 1951 to 1959 and again from 1961 until sold in 1965 to Papalios to trade as **Amon** until 1968.

Table 4

Name	*Built*	*Former names*	*Later names*	*Fate*	*Notes*
Loula Nomikos	1943	Mary Walker	1959 President Hoffman	Broken up 1963	
President Kruger	1943	John M. Palmer	1951 Riviera, 1953 Effie, 1958 President Pretorius	Broken up 1968	1
President Reitz	1943	Segundo Ruiz-Belvis		Wrecked S. Africa 1947	2
President Pretorius	1943	James B. Hickok	1952 Centurion, 1954 Prodromos	Collision December 1958	3,4
President Steyn	1943	John G. Nicolay	1951 Hildalgo, 1954 Ocean Sailor	Broken up 1967	5

Notes

1. Renamed **Riviera** in 1951 on transfer to Southern Star Shipping Co.Inc., New York. Further renamed **Effie** in 1953. Renamed **President Pretorius** in 1958.
2. **President Reitz** was wrecked just one week after transfer to the South African flag
3. Renamed **Centurion** in 1952 on transfer to Southern Star Shipping Co. Inc., New York
4. As **Prodromos**, **President Pretorius** had ironically collided with the newly built **King Minos** of Petros M. Nomikos. She broke in two, the stern section sinking and the forepart being beached two miles south of Rye harbour and subsequently broken up at Boulogne.
5. Replaced in 1955 by the former **Fort Dearborn** which from 1949 was owned by the South African Railway Company as **Aloe**. This new **President Steyn** was sold to Turkey in 1962 to trade as **Demirel** until wrecked at Ahirkapi, Istanbul, in 1964.

Loula Nomikos - Malcolm Cranfield collection

President Reitz aground - Wm. Schell collection

President Pretorius - David Shackleton

Northern Steamships (Pty) Ltd. also became the owning company in 1954/5 of two new ships built by Furness Shipbuilding at Haverton Hill on Teesside. These were the tanker **President Brand**, which was sold in 1970 to become the New York operated **Tichi**. Passing to Greek owners in 1973 and renamed **Alkeos**, she was broken up in 1976, and the general cargo ship **President Kruger** which was sold to Germany in 1959 to become **Neptun** and then in 1960 to Pakistan. As **Al Murtaza** she operated for another twenty years.

Fourteen new ships were delivered from Japanese yards between 1955 and 1982 (Table 5), managed from Piraeus, London (Southern Steamships) and New York (Southern Star Shipping). The first of these, a general cargo ship once again named **Panaghiotis**, was delivered in November 1955. Her funnel colours were dark green with a white band and red diamond. Her sister ship **Navarino** followed in January 1957 but was placed under the management of N. J. Goulandris Ltd. and painted in their colours. She was nominally owned by Cia. Nav. Hildalgo S.A., which had previously owned the **Hildalgo** listed in Table 4. In addition the 1958 built **Pella** (ex **Violanda**) was purchased in 1971 (broken up in 1977), the 1974 built **Petrel** (ex **Papyros**) was acquired in 1980 and the 1977 built **Petropolis** (ex **Triton**) in 1982.

Table 5

Name	*Built*	*Later names*	*Fate*	*Notes*
Panaghiotis	1955	1974 Maria Christina	Broken up Gadani Beach 1978	
Navarino	1957	1976 Archangelos P.	Broken up Split 1979	
Mary Lou (tanker)	1958		Broken up Kaohsiung 1977	
Linda	1960	1978 Sohanlal, 1982 Indian Express	Broken up Chittagong 1984	
Phaedra	1966	1982 Poseidon L.	Broken up Shanghai 1985	
Zeno	1968	1979 Anaxagoras, 1984 Panormos Glory, 1987 Pascia, 1993 Al Hadi	Foundered Mumbai 1996	
Demetra	1968	1979 Ghioula, 1985 Golden Star I	Broken up Alang 1993	
Caryatis	1970	1983 Angeindian, 1986 Ag. Kyprianos, 1987 Prime, 1993 Hasan Ney	Broken up Alang 1998	
Icaros	1970	1982 Tihi, 1993 Ronjav Tihi	Broken up Vigo 1994	
Pythia	1972	1983 Este, 1988 Jytte Lea, 1988 Elounda, 1990 Felicity	Broken up Alang 1998	
Armonia	1973	1996 Alexandros A.	Broken up Alang 2001	2
Archon (tanker)	1974	1983 Skopelos, 1986 Nicholas, 1994 Horixon IX	Broken up Chittagong 2001	
Antigone	1976	1986 Antigone SB, 1990 Crane, 2003 Da Shun	Broken up Chittagong 2011	3
Petra	1976	1989 Ming Zhu, 1992 Metin Kalkavan, 2002 Lonestar, 2004 Lovestar	Broken up Gadani Beach 2009	
Zeno	1982	2005 Mohawk Princess	Broken up Alang 2012	2
Demetra (tanker)	1982	2003 Olympic, 2008 Everchance	Broken up Tai Zhou 2012	

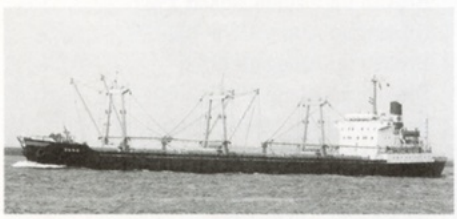
Notes:

1. The 1972 built German Liberty Replacement type **Pitria**, purchased in 1980 and renamed **Petradi**, was managed by A. M. Nomikos Transworld Maritime Agencies Ltd until sold in 1983.
2. In 1986 the management of **Armonia** and **Zeno** was transferred to N. J. Goulandris
3. **Antigone** was sold to A. E. Nomikos Shipping Investments Ltd, a new company formed in 1985 by his son **Anastassios E. Nomikos (1920-1993)** which, as of August 2020, operated five ships built between 2006 and 2015. **Antigone** was, in 1987, the second ship in the fleet to be given the initials SB after its name, the first being the 1976 built **Agamemnon SB** on being acquired in 1986. These initials, the meaning of which remains a mystery, are painted in blue on their funnels within a blue diamond on a black funnel with white band.

Panaghiotis - Malcolm Cranfield

Mary Lou - FotoFlite

Phaedra - Chris Gee



Zeno of 1968 - Malcolm Cranfield

Demetra of 1968 - Malcolm Cranfield collection

Antigone - Dave Salisbury

In 1982 a new company named Hyperion Investments Corporation was created in Piraeus, soon taking over management of the 1976 built **Petra**, the 1974 built **Petrel** (sold in 1984) and the 1977 built **Petropolis** (sold in 1987) followed in 1986 by the 1982 built tanker **Demetra**, thereafter adding a number of new vessels as listed in Table 6.

Table 6

Name	*Built*	*Joined*	*Sold*	*Former names*	*Later names*	*Fate*	*Notes*
Petriana	1981	1986	1999	Ikan Kerapu	Natalie, Great One	Broken up 2012	
Petraia	1977	1986	1989	Khalij Enterprise, Aldebaran	Star Skoganger, Kent Navigator, Skogaland	Broken up 2011	
Petropolis	1978	1987	1997	English Wasa, South Sky, Temple Bay	Lily	Broken up 2001	
Petrina	1977	1988	1991	South Rainbow, Angle Bay, Seamusic	Anthi P., Xin Yu	Broken up 2011	
Petra	1981	1989	1999	Jaraconda, Yasmine, Antonis S. Lemos	Stefania, Hao Yin Dao	Broken up 2015	
Petralia	1983	1991	2002	Karsten Wesch, Black Falcon, Tabora	Alma Libre, Comandate, Top Advancer	Broken up 2012	
Petronia	1981	1991	2003		DD Progress, SC Excellent	Broken up 2012	1
Petra Star	1977	1994	1996	Katerina Dracopoulos, Dangote Star	Chian Star, Skua	Broken up 2002	
Petra Wave	1982	1994	1996	United Drive, Atlantic IV, Pal Bay	Chian Wave, Chang Ping, Fortress 7	Broken up 2013	
Petra Treasure	1977	1994	1995	Calabria, Maersk Triton, Sea Treasure	Chang Yi Hai, Li Hua, Vitahope	Broken up 2001	
Petrova	1984	1996	2001	Fremantle Bridge	Young Star, ACX Iyo, PDZ Mutiara	Broken up 2013	
Petrina	1984	1996	2004	Lady Ulla, Princess Reia	Bang Xing, Xi Rui 3, Tai Hu 7	Broken up 2013	
Pleione	1996	1999	2014	Oriental Nova	Hong Merit		
Pelagia	1995	2002	2010	Ocean Duke	Prema One	Broken up 2019	
Epiphania	1995	2003	2008	Antwerp Star, Marina Star, Ioclos Star	Nosco Glory, Oriental Glory		
Gerasimos	1996	2003	2015	Ocean Bright, Rubin Bright	Ever Lucky, Victoria HK, Hua Xu		
Anastasia C.	2001	2004	2017	Naftilos	Elpida		

Notes:

1. The containership **Petronia** carried the charter name **WEC Rotterdam** from 1991 to 1998.

Petriana - Dave Salisbury collection

Petropolis - Dave Salisbury collection

Petrina - Chris Gee

In about 1990 the company was renamed Evangelos P. Nomikos Commercial & Maritime Enterprises and by 2000 they managed six ships including the tanker **Demetra**, the general cargo ship **Petrina** and containerships **Petralia**, **Petronia** and **Petrova**. The current fleet of what is now known as E. Nomikos Corporation comprises four gearless bulk carriers named **Nefeli** (b. 2004), **Galateia** (b. 2011), **Epiphania** (b. 2012) and **Pelagia** (b. 2009).

MARKOS A. NOMIKOS AND SON

Markos A. Nomikos, who had worked for Theran Steamships, had a son named **Anastasios M. Nomikos (1920-93)**, who also became an important shipowner. Starting his training with Theran Steamships, he progressed to become a ship's captain with Evangelos P. Nomikos and later a director of his Company. In 1955 he married Angeliki N. Iatrou of the Vergottis family and in 1958 they bought their first ship, the 1939 built **Edinburgh Merchant** (ex **Scottish Co-operator**), renamed **Annika**, which was employed as a livestock carrier when she suffered terminal engine damage in 1974. By 1964 they owned four small ships including the 1937 built **Effy** (ex **Ocean Coast**) plus a Liberty Ship, built as **Edwin J. Godkin**, acquired in 1961 and renamed **Eretria**. She was however managed by Evangelos P. Nomikos until sold in 1967.

By 1967 their business was renamed A. M. Nomikos Transworld Maritime Agencies Ltd. and started to grow more quickly with acquisitions between 1975 and 1978 including several small Japanese built ships, such as the 1969 built **Markos**, all of which were sold in 1981. In 1982 they opened the A. M. Nomikos & Sons (UK) Ltd. office in London. Other than the first three, the larger ships listed in Table 7 were purchased between 1978 and 1985 and all sold by 1993.

Table 7

Name	*Built*	*Joined*	*Former names*	*Fate*	*Notes*
Effy	1955	1969	Yehuda	Broken up Santander 1979	1
Nikos	1951	1970	Amagisan Maru	Broken up Gadani Beach 1981	2
Calypso N.	1954	1971	Simon von Utrecht	Broken up Alang 1995	3
Marcalan	1968	1978	Verdala, Shropshire	Broken up Alang 1992	4
Nikos N.	1969	1979	Hiko Maru, Overseas Navigator, Retladawn, Dona Juana	Broken up Alang 1997	5
Annika N.	1969	1980	World Virtue	Broken up Kaohsiung 1986	
Calypso N.	1969	1980	Eastern Cherry, Mariner	Broken up Chittagong 1991	6
Markos N.	1969	1981	Asia Brightness, United Brightness	Broken up Alang 1998	7
Angele N.	1974	1983	Golden Prince	Broken up Alang 1999	8
Effy N.	1974	1983	Asia Serenity	Broken up Gadani Beach 2000	9
Skipper N.	1977	1984	Unieurope	Broken up Alang 2001	10
Vienna Wood N.	1976	1985	Vienna Woods	Broken up Chittagong 2006	11

Notes:

1. Purchased from Zim Israel with time charter back, subsequently chartered to Borchard.
2. Laid up from March 1977 pending sale.
3. Under her new name of **Pearl City** she was trapped at Basrah in September 1980. She was later renamed **Singa Pearl**.
4. Sold to Costas V. Pateras to trade as **Vasilakis**, scrapped as **S.V.Exi**.
5. Sold in 1989, renamed **Asean Enterprise**. Broken up as **Lautan**.
6. Sold in 1983 to Adelphi Vergottis (Hellas) Ltd. and renamed **Kalyn**, scrapped as **Alyn**.
7. Sold in 1990 renamed **Asean Pioneer**.
8. Sold in 1989, renamed **Maryli**. In 1991 renamed **South Calm**, in 1993 renamed **Energetic**.
9. Sold in 1993, renamed **Jemima M**, in 1996 renamed **Emin**. Wrecked off Karachi in 1999.
10. Sold in 1994, renamed **Ya Jaleel**, in 1999 renamed **Avenger**.
11. Sold in 1993, renamed **Vienna Wood**, in 2004 renamed **Svyatoy Georgiy**.

Effy - Dave Salisbury

Calypso N. of 1954 - Paul Boot

Marcalan - René Beauchamp

Annika N. - Malcolm Cranfield

Markos N. - Malcolm Cranfield collection

Ileana N. - Malcolm Cranfield

The funnel colours adopted were initially yellow with a black top and large letter N on a broad white band between two narrow bands but, ahead of the fleet expansion in 1978, changed to white with a black top and merged underlined letters AN in blue between narrow blue bands.

Between 1993 and 2000 his children Kalypso (b. 1956), Annika (b. 1957) and Markos (b. 1965) entered the business to manage a steady fleet of eight bulk carriers including one newbuild, named **Angelina The Great N.** Built in 1986, she remained in the fleet until 2008.

A. M. Nomikos Transworld Maritime now manages over 50 ships, mainly dry bulk carriers, such as the 2010 'Dolphin 57' type **Ileana N.**, the former **Kavo Emerald** purchased from Gourdomichalos in 2012, when her name was shortened to **Emerald**. She was renamed **Ileana N.** at Portbury in August 2016.

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FEATURE BY DAVID EELES

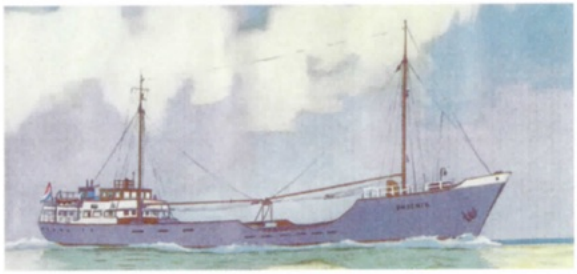
THROUGH THE EYES OF THE ARTIST

THE ART OF J.G. FRANS NAEREBOUT - Part Two: Dutch Coasters

Last month we took a general look at the maritime artwork of Dutchman **Frans Naerebout (1915-1988)** as depicted on the series of cigarette type cards he produced for the tobacco firm John Wood and the biscuit manufacturer A. Hooimeijer. These were designed to be collected and to go in album sets such as the Zwervers Op Zee (Vagrants of the Sea) by the biscuit firm, illustrated here (right). In this album Naerebout's pen painted almost as pretty a picture as his brushes did as he expertly tells the story of the rise of the renowned Dutch coaster fleet which came to dominate the European short-sea trades in the 1930s and 1950s and is still a powerful force today. Many older readers will remember the days of the 1950s and 1960s when a small grey coaster flying the Dutch flag could be found at the head of almost any navigable creek or harbour in the U.K. and Ireland, as well as in all the major ports. Most of them would have one name on their sterns as their port of registry, Groningen. On looking for this 'coaster capital' on the map I was intrigued to find that it appeared to be in the middle of a rural area 16 miles from the nearest sea estuary, the Ems. Closer inspection revealed, of course, that Groningen is connected to Delfzijl on the Ems estuary to the North-East by the Eemskanaal and also to the South East by the mighty Winschoterdiep which eventually joins up with the inland gulf at the head of the Ems estuary known as Dollard. But these canals are only part of a fascinating story that started in the 1600s and explains how this apparently land-locked town became the coaster capital of Holland and North-East Europe.

WHY GRONINGEN?

So what did lead to Groningen becoming the fulcrum for the development of the Dutch coastal shipping fleet? The answer lies partly in the canals that surround it and lead like tentacles away from it over the flat, dull landscape. But these canals were not originally dug to facilitate water transport, although they were quickly adapted for that purpose. Their original raison d'être was as a drainage system to dewater the boggy marshlands that stretch away to the South and East into the country around Veendam and North Drenthe. This revealed a surprisingly valuable carpet of something which, in a country with virtually no coal or timber, was to prove a lifeline for the local communities and the springboard for the world's greatest coaster fleet - peat.



Left: Naerebout chose this painting as the large-size foreword to his 'Zwervers' album, and gave it this delightful caption: "How big and to whom, well, that is not important: for us is the question whether such a boat is capable of captivating the heart of the ship lover and there is only one answer - a wholehearted YES!"
For the more curious, the 500 grt ***Phoenix*** *was built near Groningen at Martenshoek on the Winschoterdiep in 1957 for Amsterdam owners NV Zeevaart Mij "Navigare". On 10th October 1969 while anchored off Cape Griz Nez in dense fog, she collided with the British landingcraft* ***Abbeville*** *and sank with the loss of one crewmember.*

THE VEENKOLONIALE KUSTVAART

Groningen was one of the famous 'Seven Provinces' which shook off the yoke of Spanish dominance to form the first fully independent Dutch state in 1588. This ushered in the Dutch 'Golden Age' when ocean-going ships from Amsterdam opened up what was to become the Dutch East and West Indies. Groningen enjoyed a good amount of autonomy in this system and the far-sighted citizens of the town used it to buy up the rights to the peat bogs (veenkolonien) in the area from people in Utrecht, and in 1628 the first loaded peat barge headed up the canal from the Hoogezand area to Groningen. Initially, small sailing barges carrying less than 50 tons were used, but the development of the 'tjalk' (below left), which was three times bigger than the earlier 'tasken', allowed sea-going voyages to Germany and through the Zuider Zee and was the ancestor of the modern Dutch coaster. Soon the roving skippers were able to use their experiences to prescribe bigger and better ships from the wooden shipbuilders that were proliferating along the 100m wide Winschoterdiep (completed in 1634) and at Groningen and Delfzijl, such as the 'kof' (below centre) and 'smak (below right), which allowed seagoing voyages up to the Baltic and across the North Sea.

Built in 1643 the 32 (later 48) gun ship of the line ***De Zeven Provincien*** *(left) symbolized Dutch maritime supremacy in the 17th century, when the Dutch fleet outnumbered the French and English fleet combined. From 1652-1653 the ship sailed in the Mediterranean under Vice Admiral John van Galen and took part in the battles of Elba on 7th September 1652 and Livorno on 14th March 1653 during the First Anglo-Dutch War. Admiral De Ruyter, hero of the famed Medway Raid on the English during the Second Anglo-Dutch War in 1667, used it as his flagship for operations in the Baltic and Portugal in 1655-1659.*

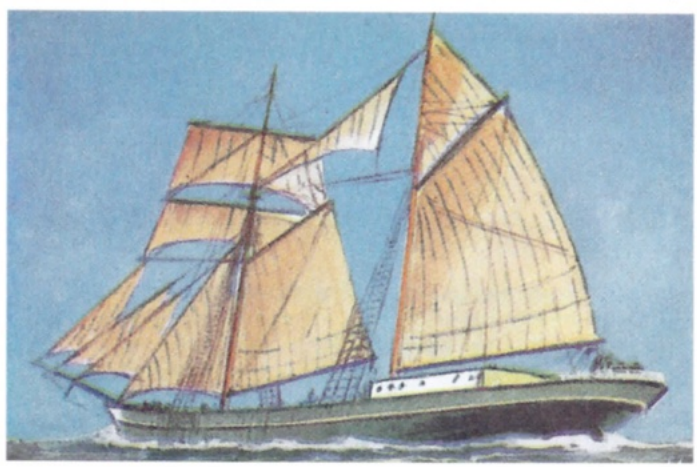
The pattern of skipper-owners sailing with their families onboard, as was normal on the canal barges, was already established. Of course no self-respecting skipper-owner would sail with an empty bottom when it could be filled with freight-paying cargo, so trips North to the Baltic saw return cargoes of timber, something that was to remain a staple trade up to the present day. Soon the peat coasters were to be seen in St. Petersburg and it was a time of prosperity and growth, especially when harsh winters as in 1757-8 meant a load of peat to the Elbe yielded 6-700 guilders profit. So widespread was trade that peat was no longer the main cargo, with potatoes becoming as important.

A WAY OF LIFE

Naerebout vividly describes the hardship of those times and the way in which the whole economy of the area was adapted to suit the coaster owners. He tells a story of a how a skipper used to sailing to the Baltic took a cargo offering for Ostende in Belgium. Not being quite sure where it was he asked a passing Dutchman for directions. Above the flapping of the sails and the crashing of the seas the other ship thought he said "Ostinje" (East Indies) which is where they were bound, and suggested the coaster follow him. After three days of favourable winds but still no sight of land the coaster skipper asked again, only to be told they were in the middle of the Bay of Biscay and had passed Ostende days ago! The bigger vessel asked the coaster skipper if he had any charts ('karten') onboard and the reply was "Sure but they aren't much good because they're missing the Jack of Spades". I can vouch that things hadn't changed much in the 1960s. I was on the bridge of Comben Longstaff's **Windsorbrook** (ironically Dutch built and a fine ship) heading down-Channel with a cargo of coal from Rotterdam to Galway in 1961 when a faint hail came up on the radio. A strongly accented clearly Dutch voice asked if we could tell him the whereabouts of what he called Karleston, presumably Charleston. Needless to say his request was subject to a few choice expletives and he got no joy from us, as memories were still raw regarding the trouble the incursion of the 'little grey devils' into the English coastal trades in the 1930s and 1950s had caused, as we shall hear. However this was in the future, as in the 18th and 19th centuries the Dutch sailing coasters offered no advantage over the British ones to secure cargoes between British ports, and were content to trade across the North Sea only. The Napoleonic period provided a problem for the burgeoning fleet as Napoleon's 'Continental' system forebade trade across the North Sea. In one comical episode, the resourcefulness of the Groningen skippers was illustrated when an enterprising baker from the independent republic of Kniphausen in Altona offered to write a letter of ownership for a small sum of money. Before long the 'baker's fleet' numbered over 200! The, then British, island of Heligoland also saw a huge increase in trade.

The Paget-Tomlinson painting shows the 1,036 grt ***Windsorbrook*** *which was a product of the Bodewes yard at Martenshoek on the Winschoterdiep in 1956. After her sale by Comben Longstaff in 1963 she had 10 more names until being deleted from the register in 1994, a testimony to the durability of Dutch-built coasters from this time.*

Naerebout describes the hard yet effective learning curve prospective skippers faced. They had been brought up onboard their fathers' ships until of Primary school age, then went ashore during term time but were soon attending one of the nautical colleges in Groningen, Veendam or Delzijl. Even some of the small villages near Hoogezand had nautical schools. But the school of the sea was the best! Life onboard was hard, the ships were not made of the best oak and leaked badly, needing constant pumping. Only the hardiest rose to become skippers themselves. Food often ran out, and there were no medical facilities onboard. The perils of the sea were never far from such small boats. Naerebout describes how in 1863 nine Groningen ships loaded with oats were sent to England. A few days after their departure they were overwhelmed by a storm. None of the ships arrived in England. Three disappeared without trace with all those onboard. One entered Cuxhaven heavily damaged, one in Bremerhaven, one in Norway and one in Denmark. Two were wrecked on the banks of Vlieland. Such stories would have been familiar to the men of the collier brigs on the English coast. By the mid 1800s schooners (right), galleots and brigs had begun to replace the tjalks, and at the peak of the veenkolonial fleet in 1860 over a thousand vessels from the area travelled as far afield as the Mediterranean and the Black Sea. Little 'peat' villages like Sappemeer, Oude and Nieuwe Pekela, Hoogezand and Veendam were home to 50 to 150 vessels each.



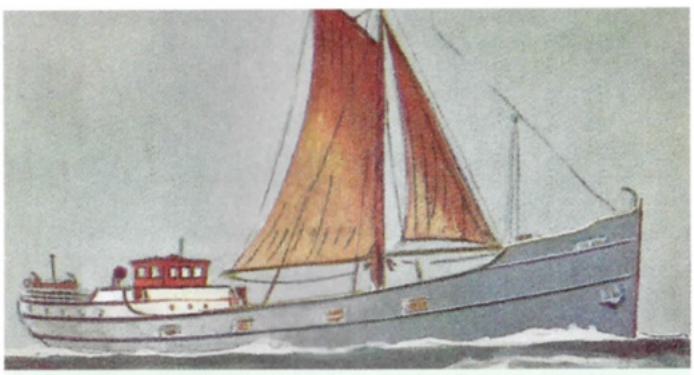
DECLINE AND REBIRTH

Having reached its peak in about 1860, the remainder of the 19th century saw a steep decline in the peat colonial coaster fleet. Freight rates were low after the boost of the Crimea War, and as ships got bigger the canals around Groningen were too small to allow the shipyards, which were the lifeblood of the fleet, to build what the owners wanted. They were also reluctant to change from wood to iron. Capital was hard to find, and the peat trade had all but disappeared as cheap British and German coal became available. However at the turn of the new century an innovation came along that started the coaster fleet on the road to recovery, the hot-bulb motors developed by the likes of the Swedish Bolinder company. These primitive diesel-type engines were able to provide enough auxiliary power to make delays through head winds or no wind, and tugs in river estuaries, a thing of the past. The First World War, in which the Netherlands was neutral, provided an opportunity for local engine builders to refine the diesel engine. Names such as Brons at Appingedam, near Delfzijl, Kromhout and Stork/Werkspoor in Amsterdam, and Smit at Martenshoek became well known, but at this time it seems virtually every blacksmith and iron foundry had a go at making engines with over 29 listed in a book on the subject recently produced. The Groningen coaster owners were able to sell their auxiliary powered ships at a premium to the Germans, who had no shipbuilding capacity after the war, and re-invest in the fully powered motor vessels perfected by the forward looking Dutch shipyards that were to revolutionise coastal trade.

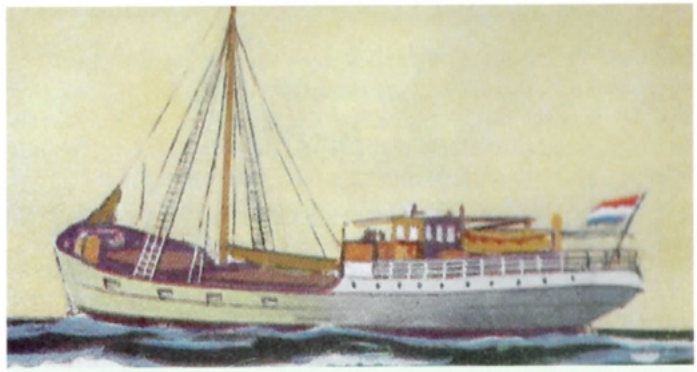
*The 1,179 grt tanker **Vulcanus** was built for service in the Dutch East Indies by the Nederlandsche shipyard at Amsterdam in 1910. She was fitted with a Werkspoor diesel engine from the factory next door to the yard, and has a claim to be the first sea-going motor ship, two years before the Selandia came from the Burmeister & Wain yard in Copenhagen. She was broken up in Japan in 1931.*

THE 1930S AND 'THE LITTLE GREY DEVILS'

By 1936 the resurgent Dutch coaster fleet had not only reclaimed the trade routes across the North Sea and to Ireland, but had found they faced little competition when seeking to stem cargoes between the smaller British ports and harbours, the treasured 'Home Trade' previously the sole province of British coaster and sailing ship owners. The larger British coaster fleets were still wedded to steam, but in the smaller hulls the steam engine and boiler was much heavier than a diesel motor, took up more space, and needed more engineers and stokers to look after it. Moreover most British coaster firms were owned by big companies and the crew had no share in the earnings of the vessels. The result was that steamers of 100-500 grt were much deeper drafted and more expensive to run than their Dutch counterparts, virtually excluding them from trade to the smaller ports unless long term contracts of affreightment were agreed, which happened where gas companies needed the assurance of regular supplies to their facilities. There were complaints of unfair competition from the British coaster firms, and the popular newspapers were quick to jump on the bandwagon and accuse the 'Little Grey Devils' as they called them, of inferior conditions onboard including having their wives and children onboard to save on wages, without actually taking the trouble to send a reporter to see for themselves. Soon questions were being asked in Parliament, and the Prime Minister of the day, Stanley Baldwin, described by Naerebout as " ...a serious, venerable figure who was the perfect personification of the Englishman" , faced regular examination. Naerebout describes how one spring day in 1935, the Dutch coaster **Gruno** was finishing unloading in London, as hundreds of similar Dutch coasters were doing all around the coast. But this one was special, for the busy captain looked out of his cabin and saw a beautiful car pull up alongside. The driver sprang briskly from the car and pulled open the door. A gentleman got out and walked resolutely aboard the **Gruno**. The captain got up in amazement and went to the visitor. Briefly but not unkindly he introduced himself as Prime Minister Baldwin. The Groninger immediately understood what was going on, as he had followed the reports on the questions in the House of Commons. The conversation that followed gave the P.M. food for thought. He was shown the small but pleasant quarters for the captain-owner and the crew, the gleaming and shining engine room, the solid wheelhouse, the presence of more than enough rescue equipment, the efficient loading derricks and winches, the cleanliness and efficiency of the galley, and in short, the atmosphere of a simple but perfected sea-going vessel. For an hour they discussed the coastal shipping problem. According to Naerebout, Baldwin went back to the House and impressed the members with the excellence of the experience onboard the Dutch coaster, and advised the English coaster fleet to follow their example. No mention of bans or restrictive measures. One of the more enlightened of the British coaster owners even apparently admitted, "The Dutch deserve to succeed even more. They are better, more efficient and well trained. The British seaman remains a sailor all his life, as he has no chance of becoming captain of his ship, whereas the Hollanders have the chance to build a ship with help of a bank. Where is the British bank that wants to advance a sailor nine-tenths of the cost of a ship?"

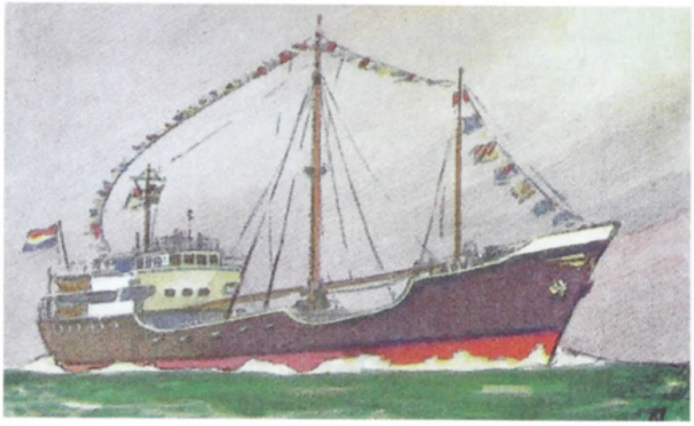


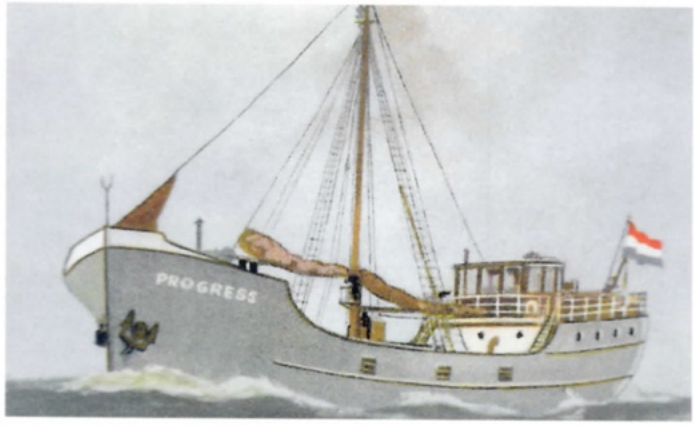
Naerebout, writing in the 1950s, captions this image:"The Wad-en Sontvaarder"(Wadden Sea and Sound) is an increasingly disappearing type in short sea shipping. However, they are handy ships that can sail far inland."
This example is typical of the little ships that quickly insinuated themselves into the British coastal trade. Many had auxiliary sails as shown to help out when necessary and ensure against mechanical breakdown in the early days.



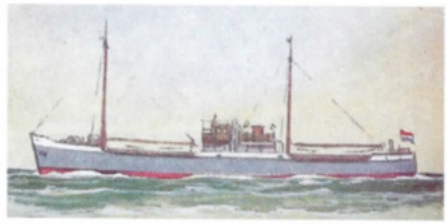
*Stanley Baldwin was probably the only British P.M. to set foot onboard a Dutch coaster, the 199 grt **Gruno** of Groningen (above). She was built by the Vos shipyard in that city in 1930 and broken up in 1970. Gruno is the colloquial term for someone from Groningen. Another **Gruno**, a 400 grt coaster owned by Beck's Scheepvaart of Groningen, and built at nearby Foxhol by Ferus Smit on the Winschoterdiep in 1956, was a familiar sight around British coasts until sold in 1975. She was broken up in 2004.*

PROGRESS





Meanwhile shipyards in the Groningen province continued to improve the design of their coasters. As seen on the previous page, the **Gruno** had a typical counter stern, which, while looking very attractive, was seen by Mr. Koster, of the "De Gideon" yard in Groningen, as wasting space. He was the first to introduce the idea of a cruiser stern to coastal shipping. The idea was quickly adopted by the other builders, including the Niestern yard at Delfzijl, which built the 187 grt **Progress** (above right) in 1932 for B. Pronk of Groningen. Koster is also credited with designing the first well-deck coasters, which offered savings on net tonnage calculations. Naerebout describes the well-decker **Audacia** (above left) as "A beautiful ship that comes from a yard in Groningen". In fact she was built as the **Insulinde** in 1937 for an owner in Stadskanaal, south of Hoogezand. She was one of the coasters that failed to escape in 1939 and was taken over by the Germans until sold in 1946 to C. Minnaar of Overshie near Rotterdam and renamed **Audacia**. For years she sailed as the Norwegian **Start** until meeting her end in 1986. In 1935 the inventive Koster devised yet another new design, this time with engines amidships to provide larger hold volume and provide better seaworthiness in ballast. The first of the 'Nieuw Kostertype' to come from his "De Gideon" yard in Groningen was the **Eems** (upper right). In this period it was normal almost every day to see the surge of a huge wave on the waterways as a sideways launch took place on the narrow canals around Groningen, such as that shown (right).



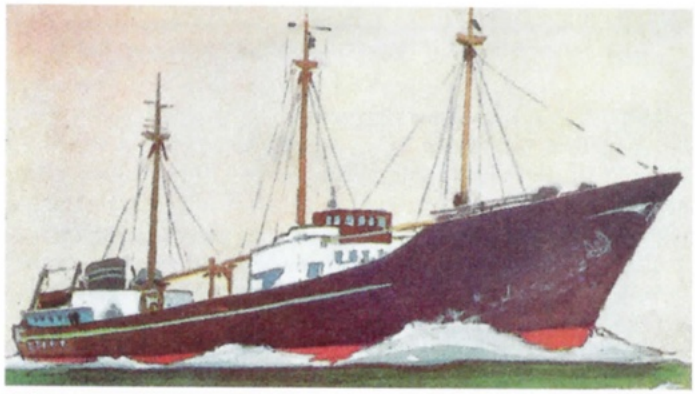
POST-WAR

Much changed after the war. Dutch coasters that had escaped across the North Sea helped the defeated English troops back home from Dunkirk, and then sailed day and night for the liberation of their own country around the enemy infested English coastline. Not only were the Dutch more welcome in English ports, but English coaster owners such as Everard, London & Rochester, Metcalfe Motor Coasters and Comben Longstaff also had ships built in Holland and in British yards which could compete very well with the Dutch in the 'Home Trades'.
These years also saw the growth of the coastal 'Liner Trades' using shelter-decked vessels on regular services, mainly across the North Sea. Most of these were owned in Rotterdam or Amsterdam. Another feature of the post-war years was the growth in the importance of management companies such as Wagenborg, Carebeka, Wijnne & Barends and Gruno. It is a measure of the resilience and expertise of the Dutch that two of them have gone on to become major players in the worldwide shipping business today.

POSTSCRIPT

The apparent popularity of Latin names for Dutch coasters has always intrigued me, but research for this article has brought to light a surprising progeny for two of them. It turns out that the coasters named **Vindicat atque Polit** of 1950 and **Mutua Fides** of 1949 relate to the other thing that Groningen is famous for. It has one of Holland's oldest and most respected Universities. Vindicat atque Polit (Maintain and Refine) is the name of the oldest Dutch Student Association, founded in 1815 as a reaction to attacks on students from the local citizens, while Mutua Fides (Mutual Trust) is the name of their main building.

*Naerebout produced a series of postcards in the 'Schepen Serie' which are hard to find. This is one, depicts the 1,020 grt sisters **Theano** and **Trito** which were built for the N.V. Mij. Zeevaart (Hudig and Veder, Rotterdam) service from Rotterdam to Ireland, in 1953 by the Gusto yard at Schiedam. The **Theano** sank in 1974.*



*The name of the 498 grt **Egbert Wagenborg**, built at Terneuzen in 1950 for what is now the "Royal" Wagenborg company in Delfzijl, commemorates the man who foundered this venerable and still flourishing firm in 1898. Her three-masted profile was unusual. My 1959 abc of Foreign Coastal Ships shows that they were managing 77 coasters, mostly for other owners.The **Egbert** was sold in 1966 becoming **Franco Pieraccini**. She was deleted from the register in 1999.*

NEXT MONTH: The final in this Naerebout tribute series features the Major Dutch Shipping Lines

SAFAGA

Safaga is Arabic for 'hot dusty winds' that frequently blow up the Red Sea and stir up the black or yellow sand dune beaches. It is a 'rough and ready' industrial and ferry town with a port sheltered by an offshore island measuring eight kilometres long and 3.5 kilometres wide at its widest point. The view from the Port Harbour Office is of this offshore Safaga Island, with the approach channel to the port used by ships only in daylight when the coastal reefs are clearly visible with the Light House at a distance of 1.6 miles on the southern coastal headland of Safaga Island. Safaga Island is a restricted military zone and not accessible to tourists.

The Port of Safaga is administered by the Red Sea Port Authority of Egypt, which also administers the Ports of Suez, Hurghada, Sharm El Sheikh and Nuweiba. Safaga is located 33 miles south of Hurghada and 110 miles south of Suez, with Nuweiba on the west side of the Gulf of Aqaba, and Sharm El Sheikh at the entrance to the Gulf of Aqaba. The Port of Safaga has important exports of phosphates, and imports of alumina, wheat, cement, project cargo and general cargo. The port is also an important ferry port for travellers to Duba, Yanbu and Jeddah in Saudi Arabia. Most readers will remember Safaga as the port that Michael Palin was delayed by a day or two when his booked ferry to Jeddah was cancelled due to engine trouble. He then missed a sea connection from Jeddah to the Persian Gulf, and he was forced to drive himself without the camera crew on the hot roads across Saudi Arabia via Riyadh to catch a dhow at Dubai to continue his 'Around the World in Eighty Days'.

HISTORY OF SAFAGA

The Greek historian Herodotus said that Egypt was 'the gift of the Nile Valley' as the fertile irrigated valley has 99% of the population of Egypt on only 4% of the land area of Egypt. Pharaoh Sahure used Safaga as a base for exploration and trade in the Red Sea over 4,000 years ago. Since then, volcanic activity has been slowly widening the Red Sea, to an amount of around 300 feet in 4,000 years. At the southern end of the Red Sea at the very narrow sea gap of Bab al Mandab, volcanic activity associated with the tectonic plates at the north end of the Great Rift Valley are pulling Egypt and Saudi Arabia apart. Three new volcanic islands of several hundred feet in height have been created in the Zubair archipelago recently in 2007, 2011 and 2013 to the north of the Bab al Mandab.

The Port of Safaga lies on the coastal Red Sea with a population of only 38,000 and lies in the Eastern Desert of Egypt, which rises steeply from the Nile valley to a bare, broken plateau, and then slopes upwards to a high mountain range, the Red Sea Hills rising to 7,150 feet in height, which border the Red Sea. The Western Desert of Egypt lies to the west of the Nile valley and is larger than the Eastern Desert at around 240,000 square miles, and contains several oases and large scoured depressions e.g. the Qattara depression which is 436 feet below sea level. The Nile runs for 746 miles from the Aswan High Dam in the south to the Mediterranean delta, with two main branches at Damietta and Rosetta, with large quantities of cotton grown in the delta.

The Port of Safaga lies on the arc of a wide bay sheltered by Safaga Island. It has large imports of alumina for transfer to the MISR Aluminium Company plant on the banks of the Nile in Southern Egypt. Electricity is needed in large quantities to smelt aluminium from the turbines of the Aswan High Dam, with the first pot line opened in 1975 of 92 cells, which has risen to a current six pot lines of 552 cells to give a production of 320,000 tonnes of aluminium per year. Aluminium ingots, slabs, billets, coils, wire and bars are then exported.

The construction of the Aswan High Dam began in 1960 with a loan of Soviet finance of $1.12 billion at 2% interest and was completed ten years later in 1970. The Russian President Nikita Kruschev and President Nasser of Egypt attended a special ceremony on 14th May 1964 when the Nile was diverted away from its channel to begin the construction of the dam, which is the largest embankment dam in the world. Safaga is considered as one of the oldest ports in Egypt, beginning with the export of phosphate ores in 1911 from this Red Sea port. The port is an important phosphates

export centre, with numerous phosphate mines nearby, and the paved A60 road of 102 miles to Qena in Upper Egypt to reach many more phosphate mines. It served a useful purpose for the Allies in World War II, and is also a focal base and point for the Egyptian Navy to carry out the tasks in securing the east side of Egypt since the devastating Arab/Israeli Wars of the 1960s and 1970s.

Islamic pilgrims for Jeddah to see and worship at the Great Mosques of Mecca sail from Safaga, with the ferry port having room for six ferries at any one time, all moored stern first in the usual 'Mediterranean Moor' style to the quay. Ferries also leave for Duba and Yanbu in Saudi Arabia, as well as international trade to Sudan and other African countries and to ports in South East Asia and Australia. The new Ferry Terminal 3 has been built at Safaga close to the Port Headquarter Office with construction costing £15 million and was ongoing from 2007. Safaga is the main port for the Upper Egypt region, with a growing international cruise ship clientele, who undertake the three and one half hour hot coach trip on the A60 road to visit the Temple of Karnak, the Temple of Hatshepsut, the Valley of the Kings, and the Valley of the Queens. The Temple of Karnak at Luxor is a vast site consisting of three main temples, several smaller enclosed temples, and a number of outer temples. This site was built over a period of 1,300 years before Christ and includes some of the finest examples of ancient Egyptian design and architecture.

Left: The port in December 2011. In the foreground is the former 'Papenburg Sister' Jamaa II of Yellow Star Navigation. She was built in 1972 by Jos. L. Meyer at Papenburg as the Diana for Rederi A/B Slite. She later sailed for Enzo-Gutzeit Oy of Finland as Botnia Express and for Eckero Line as Alandia before moving to Egypt in 2006. In 2015 she was renamed Rahal and on 16th March 2021 she arrived at Alang to be broken up.

Ahead of her is the 11,495gt Mawaddah which was built in 1972 by Kanasashi at Shimizu as the Erimo Maru for Nihon Enkai Ferries. In 1988 she became King Minos of Minoan Lines before becoming Mawaddah in 2004. In the distance is the 24,391gt cruise ship Costa Voyager which was built in 2000 by Blohm & Voss at Steinwerder as the Olympic Voyager for Royal Olympic Line. She sailed as Voyager from 2004, and Grand Voyager from 2006 until joining Costa in 2011. In 2011 she was sold to Yantai Bohai Cruises and renamed Chinese Taishan.

Above: The 38,802dwt bulk carrier Macedonia Hellas of Spyvag Shipping awaiting a vacant berth at the port in 2003. She was built in 1980 by Caneco at Rio de Janeiro as the Docevirgo for Vale do Rio Doce Navigation. She became Macedonia Hellas in 1993. In 2003 she joined United Enterprises Corporation as Wisdom C and on 13th February 2009 she arrived at Alang to be broken up.

Below: The 4,759gt Nuada of Amergin Corporation at Safaga in 2011. She was buuilt in 1984 by CCN Maua at Niteroi as the Apody for Mercantil. She has since sailed as Mercantil Vassouras (1988), Mai Rickmers (1989), Nour (1989) and Anamcara 4 (2006) before becoming Nuada in 2008. In 2016 she joined Elite Way Marine Services as Shahin and on 8th April 2018 she sank at Port Sudan while laid up.

Bottom: The 350gt water tanker Isis of Egyptian Marine Supplies. She was built in 1979 by Arab Contractors at Ismailia.

(All photos by Nigel Lawrence)

Above: The 28,430gt cruise ship Costa Allegra of Costa Crociere at Safaga in 2011. She was built in 1969 by Wartsila at Turku as the container ship Annie Johnson for Johnson Line. In 1986 she became Regent Moon of Peleus Marine and in 1988 she joined MSC as Alexandra before she was purchased by Costa in 1990 who converted her into a cruise ship. Following a fire on 27th February 2012 she was renamed Santa Cruise for her final voyage to Aliaga where she arrived on 24th October 2012 to be broken up by Avsar.
Below: The 6,262gt Tebah 2000 was built in 1959 by the NSW Dockyard at Dyke End, Newcastle as the Princess of Tasmania for the Australian Coastal Shipping Commission. She later sailed as Marine Cruiser (1976), Majorca Rose (1984), Equator (1984), Nomi (1984), Adriatic Star (1985), Lampedusa (1988), Shahd Fayez (1991), and Al Mahrousa (1992) before becoming Tebah 2000 in 2000. On 30th March 2005 she arrived at Alang to be broken up. She is seen here at Safaga in April 2003.
Bottom: The 6,319gt Tag Al Salam of Felfela Inc. SA was built in 1969 by Gusto at Schiedam as the Free Enterprise IV for Townsend Ferries. In 1988 she became Falster Link of Windspoint Shipping before becoming Tag Al Salam in 1998. On 12th March 2006 she arrived at Alang to be broken up.
(All photos by Nigel Lawrence)

The tombs of the Valley of the Kings were stripped of their contents several centuries ago, but still contain beautiful paintings depicting the lives of the Pharaohs, and of course the tomb of the boy king Tutankhamun was only discovered by Howard Carter in 1922, with his gold and blue face mask brought to London in 1973 for an important exhibition. The most famous tomb in the Valley of the Queens is that of Nefertiti, the principal wife of Ramses II, which was only opened to the public in 1995.

Queen Hatshepsut was the first woman ever to reign over Egypt as a Pharaoh, and her temple was built by the architect Senenmut. The ships of Queen Hatshepsut c1500 BC arrived in Red Sea ports from expeditions to present day Indonesia with spices, used in food preservation, medicine, cosmetics and dyeing. There are also important Islamic and Christian monuments close to Safaga.

Safaga was founded between 282 BC and 268 BC by Satyrus, a Greek explorer who called it Philotera in honour of the deceased sister Philadelphus of Pharaoh Ptolemy II. Safaga is considered to be a therapeutic health centre for tourists, with the Safaga Hotel, Lotus Bay Hotel, and Safaga Sharms Resort near glorious sandy beaches, scuba diving and coastal boat trips, proving the health benefits. Safaga was the host of the 1993 Red Sea Windsurfing Championship, and has been a port for merchant shipping for many centuries. The climate of the port is classed as a hot desert climate with the highest ever recorded temperature in summer of 46 degrees Centigrade, with an average July temperature of 35 degrees Centigrade, and only one rainy day in the entire year in winter. The town parks have specially planted trees that can withstand the hot climate, with yuccas, aloe vera, cordylines, phormiums and spiky ichmea plants growing in most locations. The prevailing winds come from the inland mountains, but the port is also exposed for a short period of the year to the southerly Azib wind, which causes large waves and turbulence inside the port area from both northwest and southeast directions.

THE PORT OF SAFAGA

All shipping should only begin their approach to the port in the early morning and maintain a distance of 925 metres from clearly marked coral reefs when taking their course to the port from the south in line with two towers on the mainland. Really huge fines are imposed by the Egyptian Government on any vessel that damages the pristine and precious coral reefs. Pilotage is compulsory with pilots boarding vessels at the inner end of the AIS entrance channel using VHF radio and Satnav aids to navigation. The port limitations for vessels are a maximum deadweight of 75,000 dwt (Panamax size), maximum length overall of 290 metres and a maximum draft of 12.8

metres. The port is situated between Hamrawein to the south and Hurghada to the north, and is thus a deep water port sheltered by its own island and coral reefs. Yearly traffic figures are around 740 ship calls per year, with a throughput tonnage of between 3.9 and 4.2 million tonnes of cargo per year, as well as around 880,000 ferry and cruise passengers per year. The maximum port capacity is for 4.2 million tonnes of dry bulk, and 2.2 million tonnes of general cargo, giving a total of 6.4 million tonnes of cargo.

The port is located at position 26°44' North, 33°57' East and is two hours ahead of Greenwich Mean Time. The port has a water area of 56km^2, and a land area of 1km^2. The berths for ferries and cruise ships are Berths 2 and 3 out of a total of six berths, with four cargo berths to the side of these ferry berths. The Port Berths are as follows:-

BERTH 1 - Dry Bulk import berth of overall length 290 metres and alongside depth of 10 metres for grain, wheat, iron ore and cement
BERTHS 2 & 3 - Ferry and general cargo berths of overall length 440 metres and alongside depth of 14 metres
BERTH 4 - Alumina import berth of overall length 282 metres and alongside depth of 10 metres
BERTH 5 - Mineral phosphate export berth of overall length 260 metres and alongside depth of 14 metres for phosphates from Abu Tartour mine
BERTH 6 - Mineral cargo berth of 156 metres overall length and alongside depth of 8 metres for the export of phosphates

The anchorage has a depth of 17.1 to 18.2 metres within the shelter of Safaga Island, and the total quay length of the port is thus 1,428 metres. The port has open storage yards of ten asphalt paved yards, twelve soil foundation yards without paving, and one dirt yard. The total area of these 23 yards is 160,700m^2, with the MISR Aluminium Company silos and stores at another 129,700m^2, and grain silos of 16,579m^2, to give a total port area of 146,279m^2. There are port gates for the Alumina berth, Emergency gates 1 and 2, Railroad entry and exit gates with two powerful locomotives owned by the port, entrance to the new passenger terminal, truck entry and exit gates, and the port administrative office. All of the port buildings are very modern, especially the entrances and large indoor areas of the new and spacious Ferry Terminal 3. Hurghada airport is only 55 kilometres away, and the port facilities include solar electricity, diesel oil, lubricating oil, light and heavy fuel oil, fresh water, machine and tool accessory aids, with navigating charts and nautical publications for sale. A cleaning fee of 5% for dirty water reception is charged for all types of ships, and the port has good fire fighting facilities, medical facilities, security and communications with Suez Port Radio Station. The tidal range of the port is between 1.2 metres and 2.1 metres.

SAFAGA PHOSPHATES TRADE

Good quality rock phosphates were discovered at Esna in 1960 in the Nile valley, and were initially exploited by Russian mining companies using electricity generated by the turbines of the Aswan High Dam, again financed by Russian credit. The first cargoes of rock phosphates were then exported from Safaga to Poland, Hungary, Bulgaria and other Eastern bloc countries. In 1960, Florida was the biggest producer of rock phosphates in the world, followed by Morocco and Egypt in that order, but subsequently Morocco became the largest producer followed by Egypt in second place.

The EL NASR Company mines rock phosphates in the Eastern desert, while the PHOSPHATE MISR Company mines rock phosphates in the Western desert. The EL NASR Company produced 4.2 million tonnes of rock phosphates in 2011, while the joint production of both Egyptian Government owned mining companies in 2015 was 6.0 million tonnes. Egypt was seventh of the top ten rock phosphates producers in the world. Ismail Mahmoud founded the Al Madina Contracting Company (MCC) in the early 1990s to service both of the two State owned mining companies, and carries out the drilling, extraction, crushing, transport and worldwide sale of the product. Specialist explosives and Caterpillar draglines and excavators, and large heavy rock breakers from the South Korean Soosan Heavy Industries are used to blast and move the rock phosphates out of these big area mines. All worldwide importers of Egyptian rock phosphates sign long term contracts with the Egyptian Government.

The MCC company had also carried out the Cairo Subway Project of 1991 to 1995, and the Toshki Canal Project between 1997 and 2000. MCC supplies rock phosphate cargoes in the range from 5,000 tonnes to 100,000 tonnes, with small phosphate samples sent out by air to prospective customers throughout the world. High quality diphosphorus pentoxide (P2O5) is the salt of phosphate that the Egyptians mine, there are also several other types of phosphates mined elsewhere in the world, with Egyptian high quality phosphates having as high as 30% pure phosphate or as low as 22% of pure phosphate. The MCC company has a Head Office in Nehro Street in Heliopolis in the capital of Cairo, and state that the Sebaya mines in the Eastern and Western deserts and the Abu Tartour mines in the Western desert contain the highest quality rock phosphates grades. Global phosphates consumption for the manufacture of fertilisers was 48 million tonnes in 2020. The Egyptian rock phosphates are shipped from the four Red Sea ports of:-

SAFAGA using ship loaders and conveyor belt systems positioned on quays
HAMRAWEIN using long angled booms to gain height for the conveyor belts to drop phosphate vertically into the holds of bulkers moored fore and aft to offshore pontoons
ADABIA and AIN SOKHNA, both located just to the south of the Port of Suez using conventional conveyor belt loading.

The Panamax bulk carrier Esna of 71,600 dwt, owned by NNC of Egypt, loaded phosphates at Safaga between 13th and 22nd February 2021, while the smaller Turkish bulker Fuat Bey of 35,500 dwt loaded phosphates at a nearby phosphate berth. These bulkers are loaded down to the Tropical Load Line, as their destinations were Tuticorin and Western India ports for discharge. Planned export cargoes of phosphate rock fines in later February 2021 from Safaga were 20,000 tonnes for Tuticorin, 65,000 tonnes in two cargoes for Western India ports including Hazira in Gujarat, and 25,000 tonnes for Eastern Indian ports. In return, 30,600 tonnes of calcined alumina (aluminium oxide) of purity greater than 96%, is received monthly from Vizagapatnam in India in a balanced trade to the benefit of both Egypt and India. The coast roads of Al Gomhoreya and Al Sharki provide good vantage points for seeing the bulkers exporting rock phosphates, and the bulkers importing alumina.

The Safaga Maritime Port is expanding with larger quantities of their main two cargoes of export phosphates and import alumina. The Egyptian Government announced in the summer of 2018 that it was funding new multi million dollar phosphate mines in the Aswan High Dam area, and also expanding the Port of Safaga, a major hub for agribusiness exports to India. Two new phosphate mines had come onstream since 2015, with eight more phosphate mines planned in either the Western or Eastern desert areas.

The Egyptian aluminium smelter at Nag Hammadi was commissioned in the mid 1970s at a production capacity of 100,000 tonnes per year. Expansion took place in 2007 to increase production to 280,000 tonnes (2008), 300,000 tonnes (2009) and 320,000 tonnes (2010). Aluminium is produced in the forms of ingots, bars, sheet, coil, foil, cable, wire, and extruded products. Egypt also has large deposits of kaolins in the Red Sea coast and Sinai areas, and at Kalabsha near the Aswan High Dam, and it may be possible to use this hard form of kaolin for the production of paper and ceramics in the future. Iron ore for the big steel smelter at Beni Suef 65 miles south of Cairo arrives in bulkers such as Eastern Hawk of 37,250 dwt, which arrived from Port Hedland in Western Australia on 23rd February 2021. There are also Egyptian steel smelters at Port Said and Alexandria with total Egyptian steel production of 1.48 million tonnes of steel bars and billets per year.

Above: The 11,690gt Masarrah of Namma Lines at Safaga in 2011. She was built in 1977 by Aalborg Werft as the St. Columba for Sealink. From 1991 to 1996 she sailed as Stena Hibernia and then as Stena Adventurer for a year before being sold to Express Tinos Shipping as Express Afroditi. She joined Namma in 2007.

Below: The 5,753gt Amman of Arab Bridge Maritime. She was built in 1995 by Astilleros at Huelva as the Manuel Azana for Eurolineas Maritimas SA of Algeciras. She joined AB in 2009. She is seen here at Algeciras on her charter to Balearia.

Bottom: The 5,223gt Al Salam Taba I at Safaga in 2003. She was built in 1968 by Italcantieri at Castellamare as the Canguro Bianco for Linee Canguro SpA. In 1983 she joined Adratica as Tiepolo and in 1993 after a brief spell as Zahret Misr, she became Salem Flower of Sea Loyalty SA. In 1997 she moved to Egypt as Taba I, being renamed Al Salam Taba I in 1998. On 8th April 2004 she arrived at Alang to be broken up.

(All photos by Nigel Lawrence)

SAFAGA FERRY LINES

NAMMA FERRY LINE

This line is the most frequent user of the Port of Safaga, often using two or more of the six ferry berths. It is part of the Nesma Holdings Co. Ltd., a leading Saudi Arabian transport group, including Namma International Marines Services Co. Ltd. and Namma Ferry Lines. The ferry line was formed in 2005 with only one ferry operating at first between Safaga and Jeddah, and the fleet has since grown into four passenger ferries and two ro-ro freight ferries. The fleet now serves the three ports of Duba, Yanbu and Jeddah in Saudi Arabia, where they are the official ferry agents, and one port of Sawakin in Soudan. The ferries have 'NAMMA LINES' in white bold capitals on both sides of their black hulls, with red funnels carrying the company logo. The company has carried over 200,000 passengers in the last decade, particularly pilgrims to Jeddah for the Haj and Umrah acts of devotion at Mecca, and has won awards from Jeddah Islamic Port and the Sudan Ministry of Transport. The company works with eight partners in the hotel, transportation and maritime industries to provide seamless services for all of the needs of their passengers.

The NAMMA ferry Line fleet in recent years has been as follows:-

Ro-pax **Amanah** of 19,909 grt built in 1979 as Emilia for Tirrenia di Navigazione and renamed Adriatica in 2006. She was purchased by NAMMA in 2014 under the name of Al Yosefeyah and carries up to 2,000 passengers, 470 cars and has a crew of 98. She serves the Safaga to Yanbu route on Tuesdays and Wednesdays each week.

Ro-pax **Masarrah** of 11,495 grt built at Aalborg in April 1977 as St. Columba for Sealink (U.K.) with accommodation for up to 1,400 passengers, 335 cars, and a crew of 99. She has one main restaurant, and two main lounges, all three each seating 150 passengers, and a smaller lounge seating fifty passengers, as well as a self service buffet. She was purchased in 2007 by NAMMA and is registered at Jeddah along with the rest of the fleet.

Ro-pax **Mawaddah** of 16,961 grt built in Kanasashi in Japan in 1972 as Erimo Maru and purchased from Minoan Lines of Greece as King Minos in 2005. She has accommodation for 1,500 passengers and 300 cars on her car deck, and with a crew of 99. She has 141 First Cass cabins, 63 Second Class chairs, and a dozen Pullman sets, with a main restaurant, a self service buffet, and three spacious lounges seating up to 371 passengers. The hot summer climate of the Red Sea had many passengers using her Al Jazira swimming pool. On 27th January 2019 she arrived at Gadani Beach to be broken up.

Ro-pax **Mahabbah** of 14,707 grt built at Hashihama in Japan in 1972 as Cassiopeia and purchased in 2006 for the route between Safaga and Jeddah taking 35 hours for the voyage, and booked to capacity during the busy Haj and Umrah pilgrim periods. She has accommodation for 1,000 passengers, 350 cars on her car deck, and a crew of 90. She has two restaurants and two self service buffets, and sails to Jeddah on Wednesdays and Thursdays, and to Yanbu on Mondays and Tuesdays.

Freight ro-ro **Namma Express** of 9,088 grt was built in 1985 as Balder Sten for Norwegian owners, and has since had several names until purchased in 2012. She has a lane length of 1,224 metres for all types of trucks, trailers and ro-ro cargo, whether break bulk, bulk or refrigerated, all loaded down to her maximum draft of 5.3 metres. Overnight cabins for 38 drivers are provided.

Freight ro-ro **Alnawa Express** of 10,035 grt was built at Dalian in 1990 as Eglantine for Cobelfret of Belgium and running into the Thames on short voyages. She was purchased in 2013 with a lane length of 1,604 metres for all types of ro-ro cargo, all loaded down to her maximum draft of 5.33 metres. Overnight cabins for 26 drivers are provided.

ARAB BRIDGE MARITIME (AB MARITIME)

This line runs passenger ferries across the Upper Red Sea with also a freight route from Safaga to Duba. It was founded in November 1995 under a Maritime Co-operation Convention by the Governments of Jordan, Egypt and Iran to connect commercial ferry routes between their countries in the Red Sea, with the paid-up share capital of $6 million equally shared between the three Governments. The company name is an appropriate name as ferries are in fact 'Sea Bridges'. The Head Office is in Aqaba with branch offices in Amman, Cairo, Teheran and elsewhere in the Arab world. Arab Bridge Maritime owns 50% of the Arab Ship Management Company of Jordan and 30% of the Jordan Academy for Maritime Studies. The company operates two routes across the head of the Gulf of Aqaba, with a daily fast high speed craft passenger service taking one hour from Aqaba to Taba near the Israeli border at Eilat, and a daily slow passenger ferry taking 2.5 hours from Aqaba to Nuweiba in Egypt, as well as a twice daily freight only ro-ro heavily loaded with trucks and trailers.

Chartered ferries were used at first by the company, but now it owns seven ferries with three high speed craft in **Queen Nefertiti** of 3,971 grt and built in 1997 with seats for 580 passengers and room for 170 cars on the car deck, and **The Princess** of 2,552 grt and built in 2003 with seats for 654 passengers and room for 58 cars on the car deck, and the newest fast craft **Babel** purpose built for the company in Australia with seats for 217 passengers. Two of the fast craft trio operate from the Port of Aqaba to Taba in Egypt near Eilat in Israel. There are three traditional passenger ferries and two freight ro-ros in the fleet with white funnels with an 'AB' logo and a black top named:-

Sinaa of 9,667 grt and built in 1995 with seats for 350 passengers and room for 380 cars on the car deck, and is the former Volcan de Tejeda of Armas Ferries in the Canary Islands, her present name is that of the Sinai peninsula.

Aylah of 5,119 grt and built in 2009 with seats for 960 passengers and room for 90 cars on the car deck, and is the former Thassos VIII ferry operating in Greek waters.

Amman of 8,851 grt and built in 1995 with seats for 811 passengers and room for 440 cars on the car deck, and is the former Manuel Azana of Balearia Line operating in the Western Mediterranean between Spanish ports and the Balearic Islands, and Ceuta and Melilla in North Africa.

Freight ro-ro **Amal** of 14,938 grt and built in 1993 by Fincantieri as Via Mediterraneo for Viamare di Navegazione. She has 1,830 metres lane length for lorries on the Safaga to Duba route with accommodation for fifty drivers, with a service speed of 19 knots, and was purchased in 2020 by AB Maritime.

Freight ro-ro **Bridge** of 7,363 grt built in 1995 and purchased in 2008 with capacity for 60 trucks on two decks, with an internal ramp fitted in February 2016 to replace an internal elevator to enable her to make two freight trips per day on the Aqaba to Nuweiba route. She is the former Egizia of Adriatica Line of Italy, her name meaning 'Egyptian'.

The twin funnelled ferry **Pella** of 10,675 grt was built in 1983 by Kochi Heavy Industries in Japan as Bizan Maru, and later sailed for ANEK Lines as Arkadi. She was purchased by AB MARITIME in 2002 and renamed Pella. She sailed from Aqaba on 3rd November 2011 for the Egyptian port of Nuweiba but caught fire only 15 miles from the port. All of her 1,200 passengers were safely evacuated and rescued with only one person lost, and the smoking wreck lingered afloat for another four days before sinking only ten miles from Aqaba.

The AB MARITIME passenger ferries all have white hulls with the company logo emblazoned in big letters on each side, and are equipped with bow and stern ramps, with the comfortable lounge shop and café supplied with pure drinking water from a desalination plant built at Nuweiba for the ferries and the local population. There is also an Arab Bridge Maritime passenger service from the popular beach resort of Sharm El Sheikh on the southern Egyptian tip of the Sinai Peninsula to Hurghada on the Egyptian Red Sea coast using the Queen Nefertiti fast ferry on twice weekly trips taking 2.5 hours each way. A total of around 1.5 million ferry passengers plus around 150,000 cruise passengers use the Port of Aqaba per annum.

EL SALEM MARITIME

The ferry Boccacio was a member of the 'Poeta' class of eight 22 knot passenger and ro-ro ferries delivered to Tirrenia of Italy in 1970/71. Five of this class were in service for almost thirty years until the advent of high speed 'super' ferries.

Initially, a class of six vessels named after writers entered service as Boccaccio (completed first on 8th June 1970), Carducci, Leopardi, Manzoni, Petrarca and Pascoli, with a further two units following in 1978 named Deledda and Verga. They were used on the longer routes to Sardinia, Sicily, Tunisia and the island nation of Malta. They had accommodation for 1,000 passengers in three class together with 125 cars or trailers. This proved insufficient to meet the growing need for passengers taking their cars on holiday, and five of the class were rebuilt in 1990, with four decks added to give a bizarre and top heavy appearance.

Boccaccio, Carducci, Manzoni, Petrarca and Pascoli had their gross tonnage increased from 6,900 to 11,779, and this quintet continued in service until sold in 1999. This technique of adding several more decks as well as side sponsons was not unique to Tirrenia, as P. & O. Ferries of the U.K. also gave the same treatment to some of their English Channel and North Sea ferries.

Some of the sextet were sold to El Salem Maritime for service in the Red Sea, and Petrarca under the name of **Al Salam Petrarca 90** sailed from Duba for Safaga on 22nd June 2002. Unfortunately, a fire broke out shortly after leaving port, and all passengers were evacuated before she sank, with only eleven injuries reported.

Boccaccio unfortunately capsized after catching fire on 3rd February 2006 while on a voyage from Duba in Saudi Arabia to Safaga in Egypt with the loss of 1,012 passengers and crew under the name of **Al Salam Boccaccio 98**. The owner of the ferry, El Salem Maritime, gave orders to continue with the voyage instead of returning to port as her Master had requested. She was carrying 1,400 passengers and 96 crew, with only 314 survivors rescued by Egyptian frigates, and a further eight survivors were picked up by Italian patrol vessels after searching for over ninety hours. After this second disaster, the three remaining 'Poeta' class sisters owned by El Salem Maritime were sold for breaking up in India.

The 6,203gt fast ferry Alriyadh of Al Kahera Ferries at Safaga in 2011. She was built in 2008 by Austal at Fremantle. *(Nigel Lawrence)*

El Salem Maritime used a total of 21 ferries during the 21 years from 1990 to 2011, when it ceased trading, most of the fleet lasting only a short duration with the company.

European ferries that served included the former Townsend Thoresen ferries Viking Valiant and Viking Venturer, built in 1972 and 1973, that were sold to El Salem Maritime and renamed **Pride of Al Salam 1** and **Pride of Al Salam 2** respectively in 2002. Free Enterprise VI, built in 1972, was sold to El Salem Maritime in 1996 and renamed Pride of Al Salam 95. She collided with the cargo ship Jebel Ali in the Red Sea on 17th October 2005 and sank while on a voyage from Suez to Jeddah, two people lost their lives unfortunately.

The French SNCM ferry Chantilly of 5,691 grt built in 1966 at Nantes became **Alam Salam 93** with accommodation for 1,350 passengers and 190 cars, while Deutschland of 6,118 grt built at Rendsburg in 1972 became Al Salam 97 in 1998, but only lasted a year in the fleet.

UNITED MARINE EGYPT (UME)

This ferry line is the most recent to begin operations in the Upper Red Sea, with the large, twin funnelled freight ro-pax **Poseidon Express**, formerly Translubeca pf 24,727 grt. She was built in 1990 by Stocznia Gdynia for Baltic services of Finnlines to Germany, with a lane length of 2,100 metres for 185 trucks and trailers and 300 TEU of containers on four decks, and accommodation for 84 drivers. She was purchased by Greek owners in October 2013 for charter work in the Eastern Mediterranean, and was recently purchased by UME running from Safaga to Duba in Saudi Arabia. She has a service speed of 20.5 knots from powerful twin Wartsila Sulzer diesel engines and is the flagship of the fleet.

The other UME ro-pax is **Duba Bridge** of 16,537 grt, built in 1976 by the New South Wales Dockyard at Newcastle and used on the Safaga to Duba route after purchase by UME in 2019. She is of 16,527 grt with a lane length of 1,055 metres for freight, and also carries 361 passengers.

There are two other vessels in the fleet, both freight ro-ros in **Elgouna Trader**, built in 1987 of 7,095 grt with a freight capacity of 900 trucks and trailers, and is named after the resort El Gouna to the north of Hurghada.

The second freight ro-ro is **Gubal Trader** of 7,616 grt built in 1979 at Falkenberg in Sweden as Gute for Rederi A/B Gotland to serve the Swedish island of Gotland. She has a lane length of 969 metres for lorries and trailers and accommodation for 86 drivers and was purchased by UME in 2020.

SAFAGA FAST CRAFT and OTHER FERRIES

Safaga has a fast craft service to Duba in Saudi Arabia run by Al Kahera Ferries (KCFMT) using two express fast ferries **Al Kahera** (Cairo in Arabic) and **Al Riyadh** built in 2008 by Austal Ships at Fremantle in Australia. KCFMT was established on 4th January 2009 to operate this pair for the Egyptian Government. They have aluminium double hulls and are powered by four diesel engines of 28,800 bhp via powerful water jets to give a service speed of 34 knots and a voyage time of three hours between Safaga and Duba, timed exactly with stern doors open in three hours on reaching berth. The Head Office of KCFMT is in Safaga, with a branch office in Alexandria. The Port of Safaga received 121,000 tonnes of medical liquid oxygen on fast ferry Al Riyadh for Egyptian hospitals from Saudi Arabia during 2020, part of which was used to help the breathing and the fight for life of seriously ill Covid-19 patients. Freight traffic on the Safaga to Duba route was up 33% for the year of 2020.

Namma Line used two fast craft between 2006 and 2010 in **Red Sea 1** and **Red Sea 2**, purchased as Aeolos Kenteris and Panaghia Parou respectively.

The 'Papenburg Sister' Diana of 6,850 grt was built in 1972 for Viking Line services in the Baltic, and after four changes of name, she was purchased in September 2006 for a scheduled service from Safaga to Jeddah under the name of **Rahal**. She arrived at Alang on 16th March 2021 to be broken up and was beached twelve days later.

The twin grey hulled sisters, **Al Hurreya** and **Al Hurreya 2** of 6,542 grt and 6,000 dwt, are used by the Egyptian military on various duties, and commercially on the Safaga to Duba route. These ro-ros have a strong gated stern ramp for the loading and carriage of tanks and heavy military equipment, and were built by the Alexandria Shipyard in 2005 and 2007. They are operated by Triumph Shipping of Cairo, which was founded in 2009 by the Egyptian Armed Forces and Minister of Defence to create a military transport facility. They also operate on commercial ro-ro services when not required by the military. They operate from military storage yards in Port Tewfik and Alexandria, with Al Hurreya used to transport Egyptian armed forces to participate in the 'Raad Al Shamal' joint exercise with Saudi Arabian armed forces in February 2016. The sisters were represented at the EDEX (Egypt Defence Expo) event in December 2018 for showcasing military equipment.

The well known Belfast ferry Ulster Queen was built in 1967 by Cammell, Laird & Co. Ltd. for the Belfast Steamship Co. Ltd., the service from Liverpool being taken over by P&O in 1971. After closure of the route in 1981, Ulster Queen was sold for Mediterranean service as Med Sea, Al Kahera and Ala-Eddin. She joined Hellenic Mediterranean Lines of Greece in 1988 as Poseidonia, and then in 2005 arrived in the Red Sea as a pilgrim ferry under the name of **Al Kahfain**. She sailed from Hurghada on 22nd November 2005 for Jeddah with only her crew onboard as she was to pick up returning pilgrims at Jeddah. She rounded Shedwan Island and then suffered an engine room explosion and fire that quickly spread through the ship. The crew abandoned ship and she later capsized at the end of the night with 58 survivors although one crew member unfortunately died. She lies on the seabed off Safaga resting on her starboard side.

The ferry **El Tor** of 4,609 grt was built in 1981 by Bergens Mek Verft for the Misr

Edco Shipping Company of Alexandria with accommodation for 1,025 passengers, 150 cars on her car deck, and a service speed of 19 knots. She was named El Arish by El Salam Maritime in 1991, and was later in 1999 running for Sayed Nasr Navigation Lines of Egypt between Safaga and Jeddah in 1999. She sailed on her final voyage from Jeddah to Safaga in 2001 when she suffered a bad fire in the engine room, and she then lay at anchor off Safaga for five years and became a local landmark for the fishermen and tour operators until she suddenly sank in 2006 without anyone witnessing her demise.

The ferry **Salem Express** of 4,771 grt was wrecked on the Hyndman Reef on 15th December 1991 around six miles off Safaga after making an unlawful deviation of course while approaching the port from Jeddah. She was built as Fred Scamaroni in June 1966 at La Seyne for CGT of France for the route between Marseille and Ajaccio on Corsica. She had near sisters in Corse and Comte de Nice, also completed in 1966 but at St. Nazaire. This trio had overall lengths of 377.3 feet, moulded beam of 59 feet, with a loaded draft of 16 feet. They were twin screw powered by twin eight cylinder Pielstick diesel engines of 14,880 bhp to give service speeds of 20.5 knots. They had accommodation for 1,420 passengers with 394 in First Class cabins, 240 in Second Class cabins, and 520 deck passengers with a crew of 64. Fred Scamaroni was transferred to SNCM of France in 1976, and sold in May 1980 to begin a new service between Ramsgate and Dunkirk operated three times daily by Dunkerque Ramsgate Ferries S. A. under the name of Nuit Saint Georges.

Unfortunately, a French fishing fleet strike blocked Dunkirk harbour after only four months of operation, and she was laid up at Flushing until sold in July 1982 to become Lord Sinai for Lord Maritime Enterprises of Alexandria. She was renamed Al Tahra in 1984 and Salem Express in 1990 for El Salam Maritime.

She sailed from Jeddah on her last fateful 450 mile voyage from Jeddah to Safaga, taking 36 hours, and then would have continued north to Suez on her usual run. A storm was raging when she ran aground on the Hyndman Reef at 2313 hours, ripping a hole in the starboard bow and knocked open the forward ramp door with the car deck then quickly filling with seawater. She sank in 20 minutes, and Lloyd's Marine Casualties states that her Master took a short cut that was not authorised for night passages, with only 180 survivors out of a total of 644 passengers and crew. Many passengers were trapped in their cabins as the wreck plunged to the seabed at a depth of 32 metres, with only 117 bodies recovered from this dreadful and unnecessary disaster.

NATIONAL NAVIGATION COMPANY (NNC)

This shipping company was established by the Egyptian Government in 1981 to develop a national commercial fleet under the name of the MISR Shipping Company of Alexandria (MISR means Egypt in Arabic). It has a paid up capital of $US50 million, and has developed into the largest Egyptian shipping company with a fleet of a dozen dry bulkers, a container ship, a passenger ferry, and five general cargo ships to operate on liner and chartered general cargo services to Northern Europe, the Adriatic, Black Sea and Mediterranean countries.

In 1985, six bulkers were purchased, four of 45,000 dwt and two of 32,000 dwt, and in the 1990s the quartet was replaced by another quartet of Panamax bulkers of 71,500 dwt, as well as a container ship of 3,000 TEU capacity, the first in the Egyptian fleet, named Al Albaya.

The six bulkers in 1998 were named Abydos, Aton, Esna, Edfu, Saqqara and Thebes. The MISR Shipping Company was renamed in 2003 as the National Navigation Company (NNC) to give a national identity to the fleet.

Two more Panamax bulkers were added, as well as two general cargo ships of 12,000 dwt, and a passenger ferry with accommodation for 1,000 passengers.

The latter was built in 1987 as Sharm el Sheikh with dimensions of overall length 118.4 metres, moulded beam of 17.9 metres, and a loaded draft of 5.5 metres. She is of 9,042 grt with a service speed of 17 knots, and was sold to MISR Shipping in June 1994 to undergo a three month refit into a pilgrim ferry by the Neptun Warnowwerft yard at Rostock, emerging as **Dahab** in September 1994. She now has twin green funnels with an Arabic logo, and sails from Port Sudan with pilgrims. She is named after a town located 53 miles north of Sharm el Sheikh on the Gulf of Aqaba.

In 2005, 70% control of the freight forwarder Egyptian Shipping Transport, founded in 1957, was obtained, as well as 90% control of the shipping company Egyptian Navigation Company founded in 1961. A large investment of $US445 million was made in 2009 in six more bulkers, and a move was made to begin petroleum, oils and gas shipments with the establishment of the National Company for Shipping Petroleum, the first Egyptian oil shipping company.

The current fleet is under the management of a Chairman and eight directors to expand the range of shipping activities, as well as to keep transport control of Egyptian phosphate exports and alumina imports. The fleet of a dozen big bulkers of between 57,320 dwt and 80,500 dwt have been built by Hitachi in Japan, STX Shipbuilding Company and Daewoo Heavy Industries in South Korea, and are named Esna, Edfu, Wadi Safaga, Wadi Alarab, Wadi Alarish, Wadi Albostan, Wadi Alkarm, Wadi Alkarnak, Wadi Alyarmouk, Wadi Feran, Wadi Sudr, and Wadi Tiba. The fleet have blue hulls with white funnels carrying an Arabic logo.

POSTSCRIPT

The Covid-19 virus crisis stopped all ferry sailings from Safaga to Duba, Yanbu and Jeddah in March 2020. Maritime Transport Sector (MTS) Minister of Transport, Lieut General Kamel, directed the leaders of the Red Sea Ports Authority to raise the levels of readiness and take all necessary steps to facilitate the return of Egyptian citizens from the Saudi Arabian port of Duba. After passenger movement was stopped due to precautionary measures taken by both sides to prevent the spread of the Covid-19 virus, dozens of Egyptian citizens were stranded for over three weeks at the port gates of Duba, until agreeing to a 14 day quarantine on arrival at Safaga on a specially organised ferry sailing on 30th April 2020. The ferry Al Kahera (Cairo) arrived at Safaga with 283 Egyptian passengers and 66 cars on 13th June 2020, with rapid virus testing before and after arrival of passengers, port workers wearing full masks and protective clothing, and the ship being sterilized after arrival.

Egyptian Minister Kamel Al-Wazir announced on 22nd January 2020 a massive investment of £500 million in a new container and general cargo berth to be built 6 kilometres south of the Port of Safaga. The container storage and general cargo areas will be of 750,000m^2 and the length of the container ship berth will be 1,000 metres. Safaga is of much importance in the Red Sea to East Coast of Africa trade, and is also the main port serving the Upper Governates of North, Central and South regions (known as the 'Golden Triangle') of the Upper Nile. The development axis of this area will be greatly benefited by this new container berth for industry, logistics and storage of containers and general cargo destined for the development of the Upper Nile.

The Port of Safaga is an expanding port with the lighthouse at the southern end of Safaga Island administered by the Egyptian Ports and Light Houses Administration (EPLA). This authority is based at Alexandria and was founded in 1830 when an assembly body was appointed to supervise the construction of the port to receive vessels through an opening in two breakwaters into the Port of Alexandria. It today operates from Alexandria as the Egyptian Authority for Maritime Safety (EAFMS) with an excellent website at www.mts.gov.eg/en. The authority has carried out harbour works, salvage work, lighthouse development, and installation, improvements and maintenance to navigation aids in the harbours and along the coasts of Egypt and particularly the Red Sea ports.

THE AVIATION & SHIPPING Co. Ltd.

Seed Shipping Co. Ltd. and Purvis Shipping Co. Ltd.

This is the story of two Newcastle shipowning families that were linked by their respective shipowning companies. Thomas Hartley Seed (1881-1939) was a busy Newcastle coal factor and exporter as well as a shipbroker of Harper, Seed & Company of Exchange Buildings in Newcastle, Hull, London, Cardiff and Newport with a total of 37 staff in 1914. Henry George Harper had founded this company in 1876 and the steamer Greta built in 1873 by J. Softley & Company at South Shields was an example of his shipbroking transactions. Thomas H. Seed joined Henry George Harper as a partner in 1909 to form Harper, Seed & Company, but he suffered significant embarrassment during the Great War when he was found guilty of attempting to sell coal to Germany. He was heavily fined but went on to become the head of Thomas H. Seed & Co. Ltd., shipowners based in Newcastle, Hull and London. He had been born in 1881 at 3 Cheltenham Street in Blackburn to his parents Ellen and Charlie Seed, who was an insurance agent. He obtained his first employment, like his father, as an insurance and ship's agent and shipbroker in the Port of Blyth.

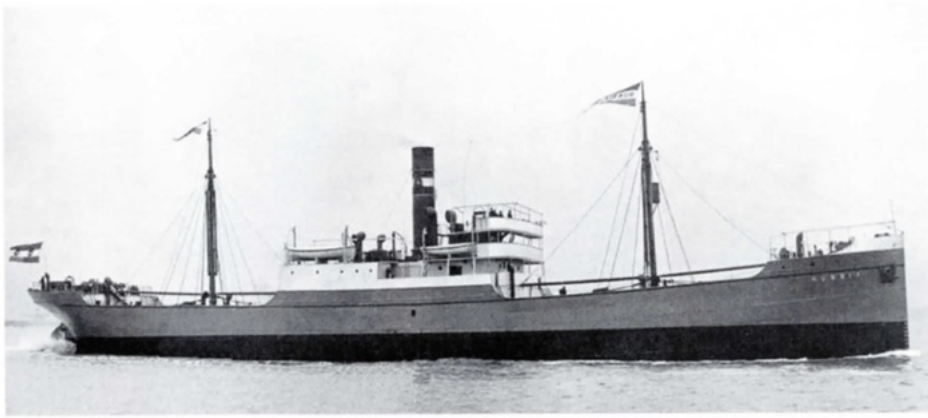
He married Aimee Montague Seed, originally from France, and they lived in a large Victorian house originally called Loansdean House, but Thomas changed its name to The Kylins in the 1920s. A kylin is a creature from Chinese legend that brings benevolence, wisdom and protection to those he guards throughout their lives. The two storey large house had many rooms all with bay windows on the front facade and 5.6 acres of grounds. Thomas also lived at Apley Grange in Harrogate during the 1920s decade, a grand mansion built in 1914 by and for William S. Arnold (1858-1915), a building contractor. Thomas H. Seed found Apley Grange to be convenient for his many business interests spread around the East Coast of England. He founded the Seed Shipping Co. Ltd. in Newcastle with a share capital of £50,000 on 6th January 1922, with shares quoted on the London Stock Exchange.

Noel Wilfred Purvis was born in 1896 in Italy to parents Johnson Hardcastle Purvis (born 1854) and Barbara Melvile Purvis (born 1863). The father of Noel had emigrated to Italy in the 1880s and lived in Pozzuoli near Naples, with two of his three brothers also born in Italy, and the family then returned in 1901 to live in Morpeth and Elswick in Newcastle. Noel W. Purvis was apprenticed as a clerk to a Newcastle shipowner in 1911, and continued to work in the shipping industry until he set up Purvis Shipping Co. Ltd. in 1941 to manage ships for the war effort and the Ministry of War Transport. In 1946, he purchased the dormant Seed Shipping Co. Ltd., which had become dormant at the end of 1933 as the Great Depression bit hard into the finances of Newcastle tramp and collier companies. He renamed the dormant company as the Aviation and Shipping Co. Ltd.

The Tyne pilots belong almost up to the present time to another branch of the Purvis family. John Purvis was Pilot Master from 1893 to 1905, serving with no fewer than twenty other members of the Purvis family as pilots at that time. There were 16 members of the family as pilots in 1961 of the Tyne Pilotage Authority, six in the year 1981, four out of a dozen pilots in 1988, and two out of eight pilots in 1998. Alan Y. Purvis retired in 2008, the last of the many Tyne pilots of the Purvis family.

SEED SHIPPING CO. Ltd.

The first ship of this company had been launched on 1st March 1911 as Yard number 168 for the Atlantica Sea Navigation Co. Ltd. of Budapest as Hunnia of 2,234 grt by the Wood, Skinner & Co. Ltd. yard at Bill Quay in Gateshead. This yard had an extensive river frontage of 380 feet with eight slipways of up to 500 feet in length to build steam tramps and colliers. It was owned by two experienced shipbuilders in William Wood, who lived in Jesmond in Newcastle, and James Skinner, who lived in South Shields. The yard completed 330 ships until it failed financially at the end of 1925, with the gaunt frame of an incomplete collier hull remaining

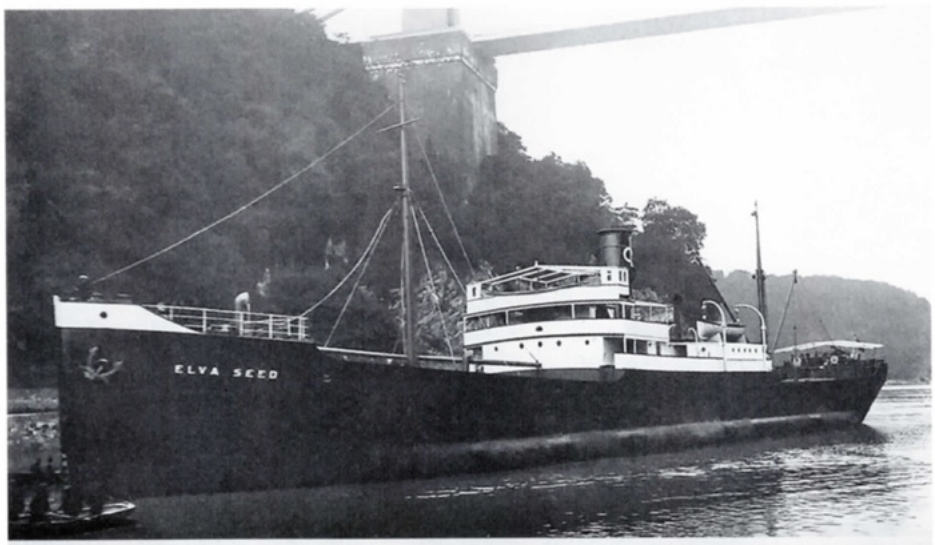


Left: The 7,248grt Avisglen was built in 1941 by W. Doxford & Sons at Pallion as the Kafiristan for the Hindustan Shipping Co. of Newcastle. She became Avisglen in 1954. In 1961 she was sold to Cia de Nav Skaithos SA of Beirut and renamed Noelle and on 20th July 1972 she arrived at Shanghai to be broken up.
(John B. Hill collection)

Above: The first ship of Seed Shipping was the 2,234grt Monica Seed which was built in 1911 by Wood, Skinner & Co. at Gateshead for the Atlantica Sea Navigation Co. as the Hunnia. In 1914 she became the Baykal of Northern SS Co. and in 1921 she moved to Soc. Maritime et Commerciale de France as San Fernando. She joined Seed Shipping in 1922. In 1924 she was sold to Y. Shiozaki of Nagasaki and renamed Kogiku Maru. On 7th December 1932 she was wrecked on Shinto Island while on a voyage from Wakamatsu to Chemulpo with a cargo of coal.

Below: The 2,177grt Elva Seed was built in 1924 by Nieuwe Watereg ay Schiedam. In 1928 she was sold to Rederi A/B Gorthon of Sweden and renamed Stig Gorthon. On 5th July 1941 she was sunk by a mine in the River Weser while on a voyage from Nordenham to Stockholm with a cargo of coke.

Bottom: The 2,177grt Phyllis Seed was built in 1924 by Nieuwe Watereg ay Schiedam. In 1933 she was sold to Rederri A/B Rex and renamed Bjorko. On 6th November 1953 she collided with the 7,176grt Sea Wind 3nm north of Weser LV while on a voyage from Vesteras to Ijmuiden. She sank with the loss of 7 crew.



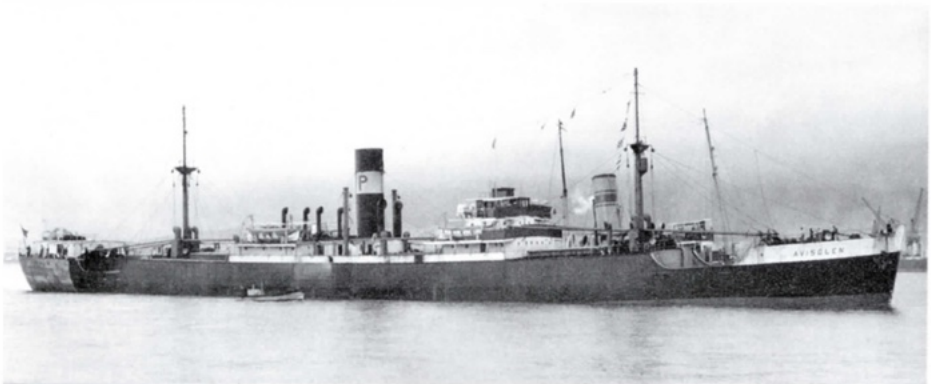
throughout the Depression of the 1930s until finally broken up in situ. Hunnia had a single deck with a poop, bridge and top gallant fo'c'stle, with accommodation 'midships for the Master, navigating officers and the engineers, with the crew housed in the fo'c'stle. She carried ample water ballast in her cellular double bottom, forepeak and aft peak. She had two masts with a large crow's nest on the foremast, and ample deck machinery. Two large multitubular boilers raised steam for a triple expansion steam engine supplied by Blair & Co. Ltd. of Stockton. She had two changes of name before she joined the Newcastle company as Monica Seed in 1922. She was sold in 1924 to Japanese owners and renamed Kogiku Maru and wrecked on 7th December 1932 off Shinto Island forty nautical miles to the south of Chemulpo while on a voyage from Wakamatsu to Chemulpo with coal.

Four more ships joined the Newcastle Seed company during 1922 to 1924. Phyllis Seed of 2,194 grt had been launched by Swan, Hunter & Wigham Richardson Ltd. at Sunderland on 2nd February 1920 and completed two months later as Langfond for Sigval Bergesen of Stavanger. After purchase, she gave one year of trading before being sold in 1923. She was later torpedoed and sunk as Inger Toft on 16th March 1945 by U722 three miles off Neirst Point on the island of Skye, all of her crew being fortu-

Above: The 4,330grt Bucegi was built in 1913 by the Greenock & Grangemouth Dockyard Co. at Cartsdyke Mid for the Roumania State Marine Service. In 1916 she was taken over by the Imperial Russian Navy as the troop transport Transport No. 150, returning to her owners in 1918. In 1940 she was captured by the British and operated for the Ministry of War Transport. She joined Aviation & Shipping in 1946 and in 1947 she joined Finska Fiskeri Ab of Lovisa as Petsamo. On 28th November 1959 she arrived at Savona to be broken up

Below: The 4,161grt Avisglen was built in 1934 by D. & W. Henderson at Meadowside as the Martaban for Paddy Henderson & Co. She became Avisglen in 1948 and in 1950 she was sold to Rederibolaget Hans von Rettig & Ab Wilh.Bensow Oy of Finland and renamed Ariana. On 8th August 1952 she was wrecked in the River Scheldt while on a voyage from Oxelosuns to Antwerp with a cargo of iron ore. *(John B. Hill collection)*

Bottom: The 7,542grt Avistone was built in 1944 by Burntisland Shipbuilding as the Empire Martaban for the British Government. She became Avistone in 1951 and in 1959 she was sold to Faik Zeren of Istanbul and renamed Turkiye. She was broken up at Halic during February 1972. *(Russell Priest collection)*



nately saved. She was on a voyage from Rekjavik to Loch Ewe and London with 885 tonnes of herring meal and cod liver oil in drums, and had been taken over in 1940 at Methil by the Ministry of War Transport. The collier Portinglis of 1,867 grt had been completed in 1908 by Irvine's Shipbuilding & Dry Dock Co. Ltd. at West Hartlepool for Furness, Withy & Co. Ltd. and was transferred to Johnston Line as Westmore just before her sale to the Newcastle company in 1923 to become Phyllis Seed (2). She was sold after two years of service to Scandinavian owners and later broken up in 1955 under the name of Triton of Finland after a career of 47 years.

The Pelton Steamship Co. Ltd. of Newcastle engines 'midships steam collier Alto built in 1902 joined the fleet in 1923 as Relentless and was renamed Elva Seed, and was sold to Japanese owners in 1924 and renamed Nitaga Maru, becoming Hikosan Maru in 1934, and was bombed and sunk by American planes on 22nd January 1945. The fourth Seed ship of the early group was another old collier of 1,860 grt built in 1907 by Osbourne, Graham at Sunderland as Westhampton and was sold to Hogarth of Glasgow as Baron Cathcart in 1915 and joined the company as Marjorie Seed in 1924. She was wrecked on Boxing Day 1924 when she stranded on Lady Isle, Ayr Bay in the Firth of Clyde estuary with a cargo of coal.

Thomas Hartley Seed came in for some heavy criticism on two counts, firstly for employing Latvian crews instead of British crews but with British Masters and officers, and secondly for placing an order for a trio of engines 'midships sister ships with the New Waterway Shipbuilding Company at Schiedam in Holland. This trio were of 3,300 dwt with an overall length of 291.0 feet, moulded beam of 44.9 feet and moulded depth of 19.4 feet, and powered by a triple expansion steam engine supplied by their builders, and had a corrugated hull and a cellular double bottom of length 246 feet carrying ample water ballast of 650 tonnes. Elva Seed (2) was completed in June 1924, Phyllis Seed (3) in the following December, and Monica Seed (2) in the following March, having been launched by Phyllis Seed of the Seed family. Elva Seed (2) was sold in 1928 to Gorthon Rederi A/B of Helsingborg in Sweden and renamed Stig Gorthon, and was mined and sunk on 5th July 1941 to NW of the Outer Jade Light Vessel in the river Weser.

The company fought a lawsuit filed by one of their charterers, Rio Tinto, in 1926 when one of their ships sailed from the Clyde on a course of SSE instead of SSW and ran aground on a rock. The barrister for Rio Tinto argued that this constituted a deviation in course, but when the court heard that the Master had eaten a hearty Christmas dinner

of goose and plum pudding, they decided that the Master was 'not himself' and there was no deviation of course and dismissed the case. The plea of 'deviation of course' was a favourite ploy by charterers to claim money when ships ran aground, or were seriously delayed by days for one reason or another. Thomas Hartley Seed moved offices from Proctor House in Newcastle to Prince's Buildings in King Street in Newcastle, and was trading four ships in the North Sea coal trade and Baltic timber trade in 1928. He then purchased in 1929 the old Christopher Marwood of Whitby tramp Erlesburgh of 3,809 grt and 6,500 dwt, launched on 9th September 1911 and completed in October 1911 by William Pickersgill at Sunderland. She had an overall length of 348.5 feet, moulded beam of 50.2 feet, moulded depth of 23.5 feet, and a loaded draft of 21.7 feet with a short fo'c'stle of length 37 feet, bridge deck of 100 feet in length and a poop of 30 feet in length. She had a grain capacity of 330,000 cubic feet in her holds and was renamed Montague Seed and gave four years of world-wide deep sea trading before being sold to L. G. Keranis of Andros in Greece in 1933 and renamed Aghia Thalassini. She was wrecked on 20th September 1951 on the Pinda Shoal 50 miles north of Mocambique in position 14°15' South, 40 °48' East while on a voyage from Durban to Tanga with coal.

However, the onset of the Great Depression at the start of 1930 reduced the Seed fleet to three ships that year, and two ships in 1932 in Montague Seed and Phyllis Seed (3), as the very low freight rates took a firm grip with two hundred ships laid up on the Tyne. The last ship was sold in 1933 and the company, which had not paid any dividends since 1925, became dormant at the end of 1933 for the next fourteen years.

AVIATION & SHIPPING CO. Ltd.

Noel Wilfred Purvis had set up Purvis Shipping Co. Ltd. in 1941 to manage wartime ships for the Ministry of War Transport. He then purchased, at the end of 1946, the dormant Seed Shipping Co. Ltd. and renamed it as the Aviation & Shipping Co. Ltd. The Articles of Association were changed so as to include any future aviation activities in the trading of the company. Hunting-Clan Aviation was another example of the successful trading of both aviation and shipping interests, and Bowring were major civil aviation insurers, with Court Line Aviation Ltd. trading until liquidation in 1974. The capital of the company was increased from £50,000 in 1946 to £180,000 in June 1949, with the five directors and shareholders of the company including J. M. Purvis, Lord Broughshane, and Viscount Massereene & Ferrard of Antrim Castle in Northern Ireland. William Henry Davison was created Lord Broughshane in 1945 and was a Master of the Honourable Clothmakers Society and he died in 1953, and was succeeded by Patrick Davison, a wartime Mosquito pilot.

Noel W. Purvis then purchased his first owned ship in the elderly Romanian State cargo ship Bucegi of 4,531 grt and built in 1913 by Greenock & Grangemouth Dockyard Ltd. She was traded for a year and then sold to Finnish owners in 1947 and renamed Petsamo and was broken up in 1959. Noel Wilfred Purvis then purchased in 1947 two wartime 'Scandinavian' engines 'midships types of 4,700 dwt built by William Gray at Hartlepool and renamed them as Avisbrook and Aviswell, thus starting a standard company nomenclature of a prefix of 'Avis'. Noel Wilfred Purvis was Chairman, Managing Director and manager of the ships of the Aviation & Shipping Co. Ltd., and owner of most of the shares of the Purvis Shipping Company Ltd. under an agreement dated 2nd September 1947.

Three more tramps were purchased in 1947/48, the standard 'Ocean' type of 10,000 dwt Ocean Vision renamed Avismere and traded for eight years until sold and renamed Deep River, arriving for breaking up at La Spezia in Italy on 10th June 1962. The 'Paddy' Henderson ship Martaban of 4,225 grt and built in 1934 by the Henderson yard on the Clyde was purchased in 1948 and renamed Avisglen. She was sold after two years of trading to Finnish owners and renamed Ariana, but stranded in August 1952 and sank. The Lambert Brothers managed tramp Coulmore of 3,772 grt, completed by the Ayr Dockyard in 1936, was purchased in 1948 and renamed Avisford. She had suffered serious wartime hull damage when torpedoed on 10th March 1943 in the North Atlantic by U229, with the crew abandoning ship into lifeboats, which were later swamped with forty men losing their lives and only seven survivors. A deep sea rescue tug towed the still floating ship to the Clyde and arrived on 23rd March 1943 for extensive repairs.

In late 1947, the Purvis Shipping Ltd. purchased the entire share capital of Neill & Pandelis Ltd. for £114,000 and subsequently changed the company name to Ascot Shipping Ltd. Two standard 'Ocean' war built types of 10,000 dwt were on charter from the Ministry of Transport and Shipping, and were purchased and renamed Avisvale and Avismoat. This pair and three more war built ships of this size purchased between 1949 and 1953 were all chartered to the British Iron & Steel Corporation (BISCO) to carry iron ore from North Africa and other areas of the world to British steel smelters. This trio were Avisbay (the former Empire Labuan and converted into the naval stores carrier Holm Sound and reconverted for commercial trading), Avistone (ex Empire Martaban) and Avisbank (ex Tower Hill).

On the last day of 1954, the assets and the two owned ships of the Ascot Shipping Ltd. were sold to the Purvis Shipping Co. Ltd. at their book values existing at that time, both ships being valued at £80,000 each. This deal was subject to the completion of their existing time charters to BISCO, which agreed to the transaction as neither of the charters was due to expire until the last day of 1956. Thus, on the last day of 1954, the fleet was composed of five tramps all on charter to BISCO in Avistone, Avisbank, Avismere, Avisvale and Avismoat. Four of these were expensive to run coal burners and only one was a motor vessel. Avisvale was sold on 15th February 1955 and Avismoat on 14th March 1955 on completion of their last voyages with iron ore from Bona in Algeria. They were replaced on charter to BISCO by three motor tramps during 1955 in Avisglen (2) and built by Doxford in 1941 as Kafiristan for Common Brothers of Newcastle, Avisbrook (2) and built by Lithgows in 1944 as Trevanion for Hain, and Avisbay (2) and built by Short Brothers at Sunderland as Newbrough in 1941 for Common Brothers. Kafiristan had served as a 'CAM' ship with a single fighter plane launched over the fo'c'stle and not recoverable during wartime convoys.

The five ship fleet in June 1955 of the Aviation & Shipping Co. Ltd. were all busy transporting iron ore on charter to BISCO. They could fly the pennant of that company or the pennant of the Purvis Shipping Company Ltd., which had originally six black and red vertical bands with the black bands bearing the white letters 'PSC' in descending scale, or the latter blue flag with a white diamond bearing a red 'P'.

The standard war built type Empire Tristram was twice badly damaged by German V1 'Doodlebug' flying bombs in the Surrey Commercial Docks in late June and early July of 1944 and was towed to Blyth Dry Docks for repairs. She was sold in 1946 and renamed Hollypark and again in 1955 and renamed Gogovale, and was then purchased in 1957 and renamed Avisvale (2). After four years of management by Purvis Shipping Co. Ltd. she was sold in 1961 for management by S. Catsell & Co. Ltd. as St. Nicolas until she arrived for breaking up at Split on 28th January 1967.

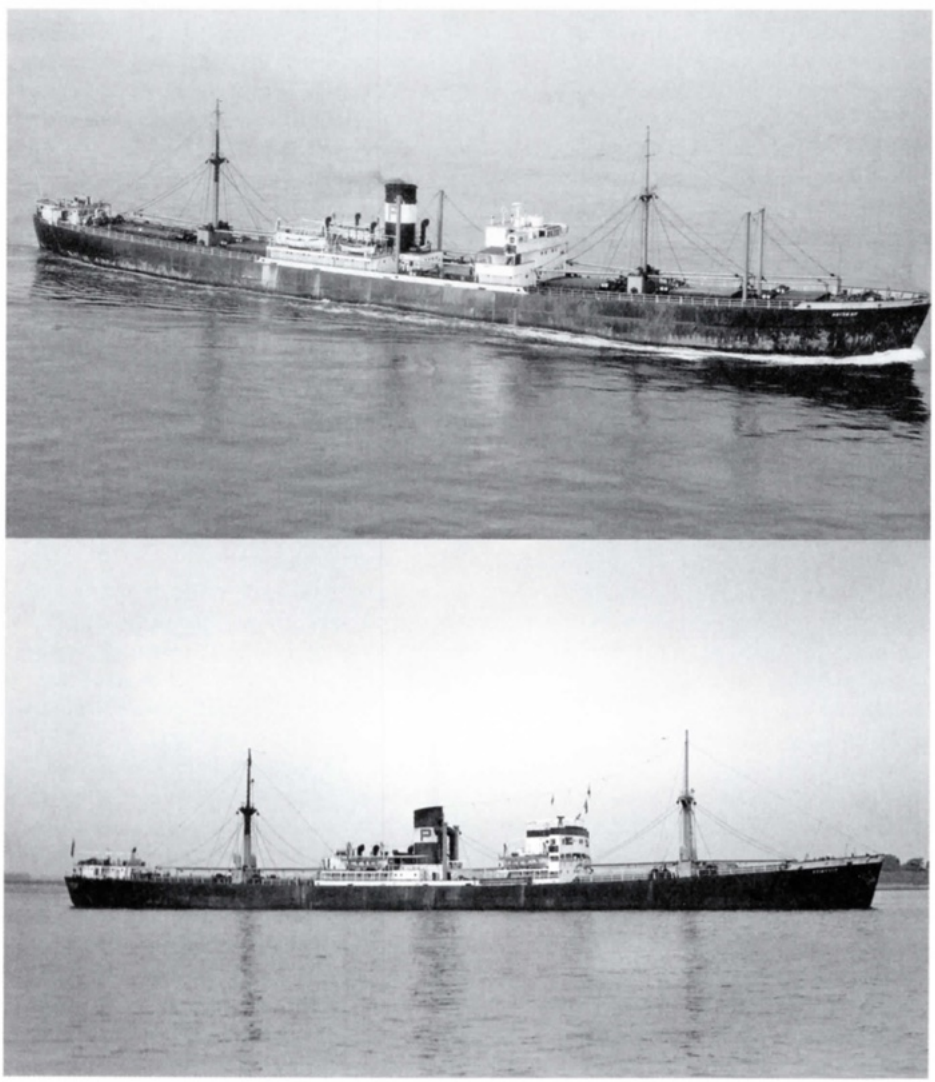
Noel W. Purvis then filed a case in 1958 against the Government Inland Revenue under Schedule 14 of the Income Tax Act of 1952 relating to over assessment of tax for the year 1955/56. This case related to the sale and transfer of two ships from the Ascot Shipping Ltd. to Purvis Shipping Co. Ltd., with Noel W. Purvis contending that the voyage profits of this pair should not have been included in the tax assessment. The decision of the court on 21st January 1959 went against the company, and the case was referred to the High Court, which finally decided in 1961 against the appeal.

In 1961, four war built tramps on charter to BISCO remained in the fleet, and the last to be sold was Avismoat, formerly Ocean

Above: The 7,371grt Avisbrook was built in 1944 by Lithgows at Port Glasgow as the Trevanion for Hain SS Co. She became Avisbrook in 1955. In 1960 she was sold to Integritas Shipping of Greece and renamed Michalis. On 23rd October 1967 she arrived at Kaohsiung to be broken up. *(FotoFlite)*

Below: The 5,255grt Avisbay was built in 1941 by Short Bros. at Pallion as the Newbrough for Northumbrian Shipping Co. She became Avisbay in 1955. In 1962 she was sold to Aegean Navigation of Beirut and renamed Giannis. She was broken up by Fuji Marden & Co. at Hong Kong during October 1969.

Bottom: The 7,167grt Avisvale was built in 1942 by J.L. Thompson at North Sands as the Empire Tristram for the British Government. In 1946 she joined Denholm Line as Hollypark, then in 1955 she became Gogovale of Buchanan Shipping. She joined Aviation & Shipping in 1957. In 1961 she was sold to "Marcasa" Cia Naviera SA of Beirut and renamed St. Nicolas then on 28th January 1967 she arrived at Split to be broken up by Brodospas. *(Russell Priest collection)*



Liberty, for further trading in 1964 as Newgrove. However, one modern cargo-liner was on the stocks at the Bartram yard at South Dock in Sunderland. She was ordered on 29th September 1960 and launched on 28th June 1961 as Yard number 391 as Avisfaith and completed in February 1962. Colonel Robin A. Bartram toasted the successful launch of the ship with a bottle of champagne, the sponsor also having broken a bottle of champagne over her bows. She was of very similar appearance to the later 'SD14' design produced by Austin & Pickersgill Ltd. with four holds in front of the navigating bridge and one aft of the bridge, and could be said to have been an early prototype. She was of 7,868 grt and 11,735 dwt on dimensions of length overall of 461.0 feet, moulded beam of 60.0 feet, moulded depth of 38.0 feet, and loaded draft of 28.7 feet. She was powered by a five cylinder Gotaverken oil engine of 6,300 bhp built on the Tyne by the North Eastern Marine Engineering Co. Ltd. to give a service speed of 14.5 knots. She had two masts forward and a set of kingposts aft at number five hold, with heavy lift derricks serving numbers 2 and 4 holds and a dozen derricks of lower capacity.

Avisfaith made her maiden voyage under Capt. Evans with a Malay crew and British officers, and saw much worldwide trading on time charter to liner companies, being regularly chartered for voyages to the Caribbean, where she would load sugar at Havana or Cienfuegos in Cuba or Kingston on Jamaica for a voyage charter via the Panama Canal to Far Eastern ports in Japan (Yokohama and Osaka), China (Shanghai and Tsingtao), North Korea (Pyongyang and Chongjin) and Russia (Vladivostock and Kholmsk). A cargo of Cuban sugar on Avisfaith could not be prevented from transitting the Panama Canal by the American authorities as she was a British flagged ship and had right of passage, although the American authorities kept a dossier of her regular transits of the Panama Canal between 1st January 1963 and 15th March 1965. She would then be chartered for the return voyage to load rice and general cargo at Hong Kong, Philippines, Singapore, Bangkok, Belawan (Sumatra) and Indonesian ports before returning via Colombo, Aden and the Suez Canal to Northern European ports. These Round the World voyages were usually six months in duration, and she also often back loaded with grain for discharge at U.K. ports at J. Rank Flour Mills.

After her sale to D. Simatos of Piraeus Street in Athens in 1971 she was renamed Alexandros B for worldwide tramping. The owner had only a single ship registered under the single ship company of Neptuneo Astro Camina S. A. and managed by his Simaba Maritima S. A. of Athens, with P. Wigham Richardson & Co. Ltd. as his London agent. Avisfaith returned to the British flag in 1977 as Egidia for Anchor Line, sailing from

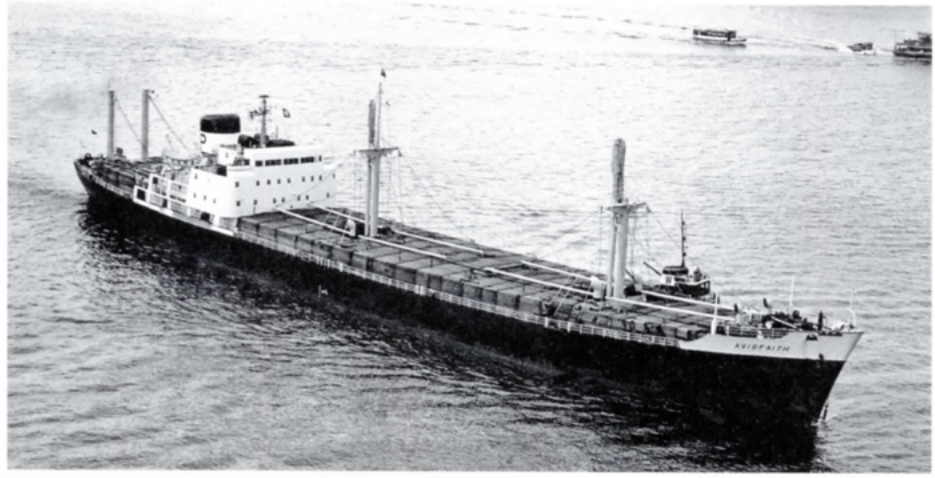
Glasgow and Liverpool for Gibraltar, Suez Canal and ports in India and Pakistan. She traded between 1981 and 1984 under the names of Sea Victory and Southdene, and made a slow voyage of two months as Southdene from Port Harcourt in Nigeria to Flushing, arriving on 30th January 1982 with machinery damage, and was laid up. She took her last change of name in 1984 as Asther, and arrived in tow with machinery damage on 20th January 1985 for breaking up at San Esteban de Praia in Spain by Desgauces Vigo.

The Head Office of the Aviation & Shipping Co. Ltd. was in St. Clare House in the Minories in London, and the company was sold later in 1971 after the sale of Avisfaith to financial group Junitex Ltd. The shipping companies of Thomas Hartley Seed and Noel Wilfred Purvis had traded for a total of 42 years. There were also several ships managed by Noel Wilfred Purvis for other owners in post war years, including:-

Fort Enterprise of 10,000 dwt, a standard North Sands tramp design built in 1943 by West Coast Shipbuilders Ltd. at Vancouver with a triple expansion steam engine by the Dominion Engineering Works Ltd. at Montreal. She was managed by Hall Brothers of Newcastle for the Ministry of War Transport and sold in 1951 to Tavistock Shipping Co. Ltd. of London with management by Purvis Shipping Co. Ltd. for a year until her sale a year later. She wore a blue flag with a large white 'T', and was broken up at Hirao in Japan in 1966 under the name of Otone.

Empire Favour of 10,000 dwt was launched on 22nd August 1945 by the Caledon yard at Dundee and completed in November 1945 under the management of Clark & Service of Glasgow for the Ministry of War Transport. She was sold to Watts, Watts & Company in 1947 and renamed Epsom under the Britain Steamship Co. Ltd. She was renamed Tharros by Greek owners in 1950 until sold later that year to Court Line (Haldin & Phillips Ltd., managers) and renamed Errington Court. She returned to Greek owners as Penelope in 1956 and Andromachi in 1961, the latter name while under the management of the Purvis Shipping Co. Ltd. until her sale and transfer to the Greek flag in 1964. During the Arab Israeli War of Attrition from 1967 to 1975, she was badly damaged by Israeli shelling at Suez on 25th June 1969 and the wreck was abandoned until eventually raised and broken up at Adabiya in Egypt in 1976.

A seven hold British owned bulker of 14,295 grt built in 1958 by Canadian Vickers Ltd. at Montreal for the Wilson Shipping Corporation Ltd. and the Bradley Shipping Co. Ltd., both of the U.K., was managed by Purvis Shipping Co. Ltd. until 1964. This was the bulker **Avery C. Adams**, which was sold to the Hall Corporation Shipping Ltd. of Canada in 1972 for Great Lakes service, and deep sea service when the St. Lawrence Seaway was closed in winter, and renamed Scotiacliffe Hall. When outbound from Galveston Bay in Texas on the evening of 9th March 1973, she collided with the British vessel Drucilla U, with both ships extensively damaged. Scotiacliffe Hall returned to Galveston for repairs by Todd Shipyards Corporation, and was then chartered by Bunge Canada Ltd. to transport grain in the Great Lakes. She arrived at Gothenburg on 10th March 1975 for conversion into a drill ship for Elf Corporation in Gabon, and was broken up by Norwegian owners in 1991.



The 7,868grt Avisfaith was built in 1962 by Bartram & Sons at South Dock. She later sailed as Alexandros B (1971), Egidia (1977), Sea Victory (1981), Southdene (1981) and Asther (1984) On 20th January 1985 she arrived at San Esteban de Pravia to be broken up by Desguaces Vige. *(Russell Priest collection)*

The ore carrier **Westriver** had been launched as the tanker Kongsten and completed as the tanker Athelchief in 1939 of 16,000 dwt by the Barclay, Curle & Co. Ltd. yard on the Clyde for Athel Line. She was converted into an ore carrier in 1953 as West River, renamed Westriver in 1955, and was managed by the Purvis Shipping Co. Ltd. until 1962 when she was sold to Greek owners and renamed Yanxilas and then broken up later in 1969.

The Tuillier Shipping Group of Switzerland used the Purvis Shipping Co. Ltd. as their London agents until 1969 when they opened their own London office at Ludgate House in Fleet Street as the Transtrade Shipping Co. Ltd. A full list of the history and careers of Tuillier Group ships can be found in a very good article written by Malcolm Cranfield and published in this magazine in two parts in June and July of 2017.

POSTSCRIPT

Noel Wilfred Purvis is buried in a grave in the church cemetery at the village of Great Missenden in Buckinghamshire, where he lived in later life and commuted to his office in the Minories in London. Thomas Hartley Seed died in the house he owned called The Kylins next to Morpeth Golf Club in Northumberland in 1939, and he is buried locally. His large Victorian house and grounds were sold off after his death to Northumberland County Council and were used as the county police headquarters until 1983, when the local council moved in as their main offices for council work and enquiries from the general public. The house and grounds were sold in October 2004 for £7 million to a local builder, and the former grand Victorian Loansdean House has been restored to its former glory. Thus, the lives of two shipowners and ship managers born in the late 19th century and whose fleets flourished in the 20th century came to an end.

It is interesting that Noel Wilfred Purvis did not order a new ore carrier, either of the 'Port Talbot' class or of the larger 16,000 dwt type, to continue his charters to BISCO when his war built tramps had reached the end of their useful lives. Instead, he built the cargo-liner Avisfaith for charter to the liner trades or in general cargo and varied bulk tramping, a change to Round the World voyages instead of the shorter, repetitive voyages with iron ore.

None of the ships of these two great fleets survive today, indeed the last Purvis owned motor tramp was Avisfaith built at Sunderland in 1962, and which made her last voyage under tow in early 1985 under the name of Asther with machinery damage arriving at San Esteban de Praia in Spain for demolition. The former managed bulker Avery C. Adams built in Canada at Montreal in 1958 was broken up after her later service as a drill ship in 1991. The total number of ships managed and owned and those represented as agents of the two fleets numbered over one hundred ships in the dry bulk and breakbulk trades. The link between these two interesting and originally North East families was their respective shipowning companies, with one Seed family company reactivated by a Purvis family company.

READERS' CORNER

July's unknown ship brought only a few replies most of whom identified her as the first Monksville.

Peter Sommerville writes: Once again I find it a struggle to identify coasters but after a bit of research will go for Monksville of John S. Monks & Co Ltd. I think she was built in 1921 as the Slievenamon for Cargo Steamships Co. Ltd. of Southampton by John I. Thornycroft at Woolston and was sold to John S. Monks in 1924 but I cannot find any other information of her after this date.

Alan Blackwood writes: This month's 'unknown' is the 514 gross ton steam collier Monksville. Launched on 24th February 1921 as Slievenamon and completed during August of the year by John I. Thornycroft & Co. Ltd. at their Woolston Yard on the East Bank of the River Itchen at Southampton. She was the second of a pair of essentially identical open bridge coasters constructed to the order of Cargo Steamships Ltd., with PoR of Southampton for Irish Sea services.

During 1924 the vessel was sold to John S. Monks Ltd. of Liverpool and renamed Monksville, in line with her owner's then newly adopted suffixed nomenclature and placed primarily in the Irish Sea trade in the carriage of bulk cargoes, but on occasion venturing further afield to Channel and North Sea ports. With dimensions of 155'7" (LBP) x 26'3" x 11'5", her main propulsion consisted of a 3 cylinder triple expansion steam engine of 70 HP constructed by her builder to return a maximum speed of 9 knots. During the course of the 1930's, her mizzen mast was removed, an enclosed wheelhouse added, at which time her standard compass, as depicted, was repositioned atop her monkey island.

One of eight vessels of the Monk's fleet to be called by the Admiralty for service in support of the Normandy Landings of 1944, Monksville was requisitioned on 6th April as an Armament Supply Issuing Ship (A.S.I.S). Her first departure, from Swansea, occurred on 2nd June 1944 when positioned to the Solent to embark 42 troops to be landed on the 'Omaha' Beach the following day, then undertaking a series of mainly escorted sailings from Fowey to the beaches including Omaha and Utah, during which period of the four day severe storm of mid June, both her anchors and cables carried away whilst anchored off Normandy, together with the loss of her wooden main topmast – all later renewed upon return to Fowey. From 2nd August she was based at Southampton for a series of five sailings to Port-en-Bessin and Arromanches, sustaining damage and a leak in her port bilge following heavy grounding in rough seas off Port-en-Bassin on 3rd August, later repaired at Southampton. She was finally released from Admiralty service at Southampton on 11th September 1944.

At 35 years old and with another special survey becoming due, Monksville was withdrawn from service and sold for demolition at Dublin by the Hammond Lane Foundry Ltd., arriving there on 14th October 1956.

The subject Monksville is not be confused with her namesake successor, ex Ebony, the second of an identical pair of steam colliers completed during 1947 by Scott's of Bowling, both acquired by the J. S. Monks Company from Joseph Fisher & Sons associated companies of Newry during 1957, when renamed Monksville. The vessel, although marginally smaller at 405grt. and other than in minor detail, featured a virtually identical hull configuration including straight bar stem, counter stern, funnel, radial lifeboat davits, superstructure and masting arrangements etc. to her subject predecessor, but without the monkey island standard compass platform as referenced above for example.

Mike Goadby writes: This month's unknown ship is the 499grt steamship Monksville, built in 1921 by Scott & Sons Ltd., Bowling as Ebony for Fishers of Newry. She was bought by J.S. Monks of Liverpool in 1924 and renamed Monksville, with dimensions of 156' x 26' x 10.6', powered by 3cyl triple expansion engine built by Aitchinson Blair Ltd. which gave her a speed of 9 knots. In 1944 she took part in the Normandy landings with ammunition and stores. She was sold in 1964 to various owners with names George Callitis, Sinercasia, Fillipos, Stavros T. Fitted with a new Deutz engine in 1967. She foundered at Eleusis on the 30th May 1995 whilst discharging cargo.

John Livingstone writes: The August unknown ship looks like John S. Monks' Monksville built by Scott & Sons, Bowling for the Newry & Kilkeel Shipping Co. Ltd. as the Ebony. She was sold to Monks in 1958 and sold by them in 1964 to Greeks and then after a series of Greek owners she was wrecked at Eleusius in 1995 and broken up where she lay.

Derick Goubert writes: I think August's unknown ship is John S. Monks first Monksville she was built by J. I. Thornycroft & Co. Ltd. in Southampton, yard no. 993 in 1921 for the Cargo Steamships Co. Ltd. of Dublin as Slievenamon. O.N. 145345, 514 grt 223 nrt, length 155.7 ft., breadth 26.2 ft., depth 11.4 ft. and was powered by a T 3cy engine by the builders.In 1924 she was acquired by Monks and renamed Monksville. On 14/10/56 she arrived at Dublin to be broken up by Hammond Lane Foundry Ltd.

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THIS MONTH'S UNKNOWN SHIP

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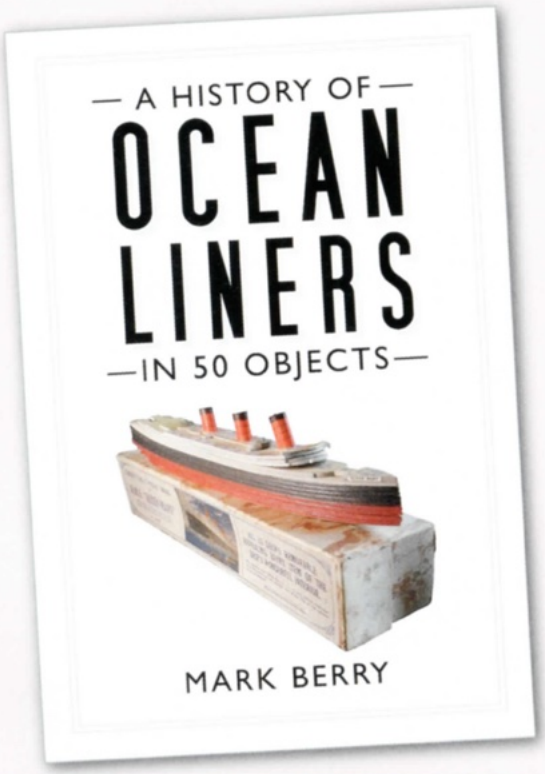

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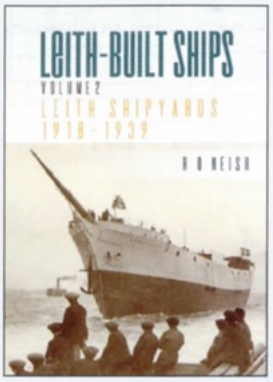
All you have to do is identify the mystery ship above. When the closing date arrives, a winner will be selected at random from all the correct answers received.

The identity of the ships in these photographs is known to the editor so there can be no dispute.

Please send your answers to: The Editor, Shipping Today & Yesterday, PO Box 1055, Alderney, Channel Islands GY9 3BL
or by e-mail: **editor@shippingtandy.com**
When replying by e-mail please ensure that your full postal address is included.
Closing date for entries is **8th October.** The details of the winning entry will be published in the December edition.
The winner of the August competition was **Peter Sommerville of Greenock**
You can combine your answers with unknown ship answers or any other subject that you would like to raise with the editor.

BOOK REVIEWS



LEITH-BUILT SHIPS VOLUME 2

Leith Shipyards 1918-1939

by R.O. Neish

Enjoy this walk through the bustling Leith shipyards. Ron Neish takes us on a journey brought alive in his account of shipyard construction in a narrow but epic window of history, 1918-1939. The myriad skills, many now lost to the UK, are revived. A world of work is made palpable, a world of fettlers and furnace-men, of French polishers, fitters, frame-turners and many, many more. Ron worked in the yards as a "Loftsman"; his sharp draughtsman's eye for detail is made evident in this account.

Shipbuilding on the Scottish East Coast may not have held the high historical profile of the Clydeside yards, where royal launching parties were much more likely to be found. The reader is reminded, however, that the men of Leith were building ships when the men of the Clyde were more likely to be found in sailing smacks, poaching salmon!

The authorclearly revels in taking his readers on a voyage rich in history, both in detail and alive in character!

Review by Dr. Mervyn Rowlinson, Maritime Operations & Management, City University of London

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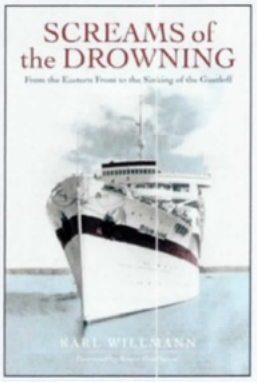

SCREAMS OF THE DROWNING

From the Eastern Front to the Sinking of the Gustloff

by Klaus Willmann

This is the true story of how one soldier experienced the horrors and bloodshed of World War II and lived to tell the tale.

Hans Fackler, like many boys his age, was conscripted into the Wehrmacht at the age of 17 and sent to the Eastern Front.

Eventually, Hans suffered a grievous injury from a grenade explosion. No longer able to fight, he found himself drugged on morphine and onboard the controversial Wilhelm Gustloff, an armed military transport ship for SS, Gestapo and Wehrmacht personnel, which operated under the guise of transporting civilians.

The Gustloff was attacked and sunk by Russian torpedoes, drowning more than 9,000 passengers. Rescued by a German freighter, Hans recuperated in a military hospital. He escaped and undertook the arduous task of walking almost 200 miles back home to Bavaria.

The extraordinary first-person account of one of the few soldier-survivors of the sinking of the Gustloff I would very highly recommend it to our readers.

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THE SHETLAND BUS

Transporting Secret Agents Across the North Sea in WW2

by Stephen Wynn

The Shetland Bus was not a bus, but the nickname of a special operations group that set up a route across the North Sea between Norway and the Shetland Islands. The first voyage was made by Norwegian sailors to help their compatriots in occupied Norway, but soon the Secret Intelligence Service and the Special Operations Executive asked if they would be prepared to carry cargoes of British agents and equipment, as well. Fourteen boats of different sizes were originally used, and Flemington House in Shetland was commandeered as the operation's HQ.

This book also looks at the donation of 3 submarine chasers to the operation, made in October 1943, by the United States Navy.

The story of the Shetland Bus would be nothing without the individuals involved, both the sailors of the boats and the agents who were carried between the two countries. These were very brave individuals who helped maintain an important lifeline to the beleaguered Norwegians.

This is very good book about an often forgotten contribution to the eventual victory and I would highly recommend it.

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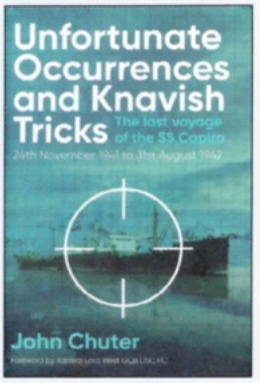

UNFORTUNATE OCCURENCES AND KNAVISH TRICKS

The Last Voyage of the SS Capira

by John Chuter

This book chronicles the circumstances surrounding an aging American freighter, the SS Capira, during its passage in a number of Atlantic convoys including PQ 15 and QP 13 to and from Russia.
It covers the period 24th November 1941 to 31st August 1942, a critical time when Russian convoys in particular were coming under increasing attack and the outcome of the Battle of the Atlantic lay in the balance. During this period a number of "unfortunate occurrences" happened to PQ 15 and QP 13 and their escorting naval vessels resulting in significant losses.

John Chuter tells SS Capiras story using primary archive material from the UK, USA, Canada, Russia and Germany as well as interviews, letters and contemporaneous eyewitness accounts that have not been published before. He recounts the political, strategic, tactical and technical issues that shaped the events, as well reliving the accounts of the extraordinary sailors who took part in the action.

This is a well written book and I would highly recommend it.

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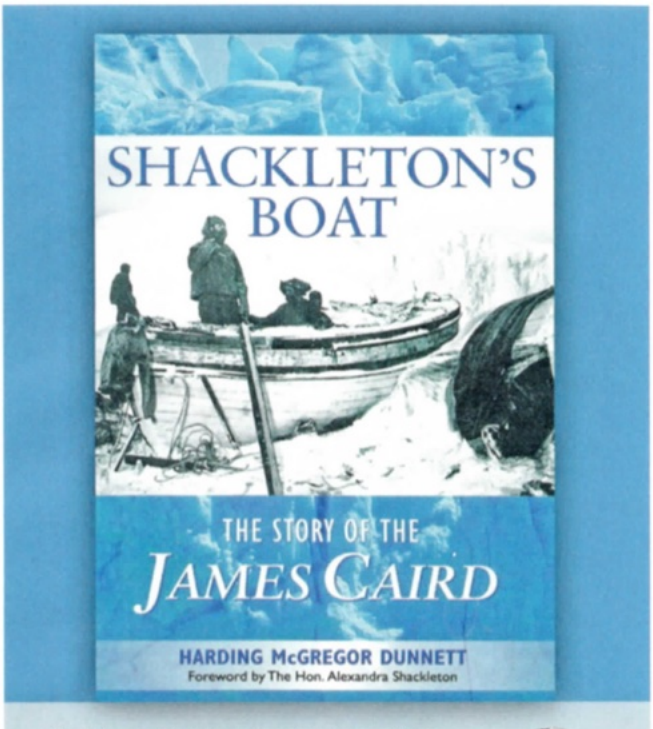

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- There is also a 35-minute DVD: £6 inc. postage.
- The two together: £18.00 inc. postage.

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Boxed Off and Shipshape

A tale or two from a Sussex seafarer

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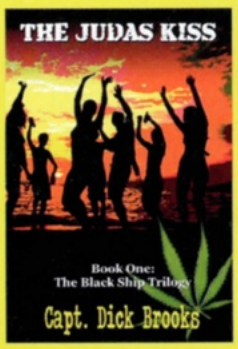

Please do read my new book **The Judas Kiss** by Cpt. Dick Brooks, published by Amazon on Kindle (BOOKJ3664C)

The four months I worked in the Leeward Islands in the Caribbean for the Greenboat Gang.

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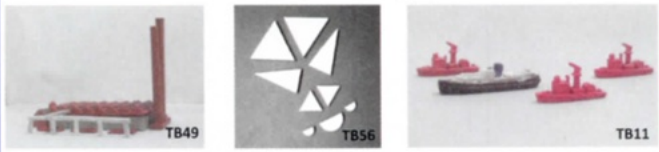

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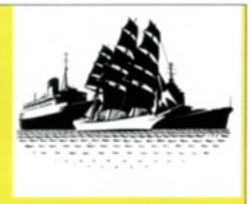

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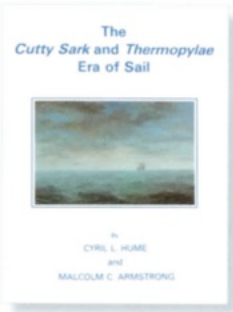
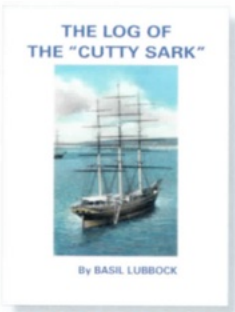


THE CUTTY SARK AND THERMOPYLAE ERA OF SAIL

This is a book to be read for pleasure; true anecdotes take precedence over technical reference material. It will appeal to avid collectors and to newcomers alike.

A useful glossary of nautical terms has also been included.



THE LOG OF THE CUTTY SARK

A history of the famous tea and wool clipper, Cutty Sark, considered to have been the fastest of all the clippers.

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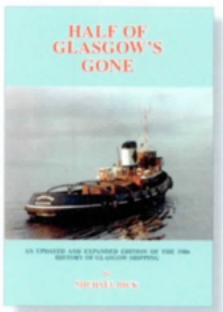

HALF OF GLASGOW'S GONE

This updated second edition describes the heyday, decline and subsequent redevelopment of Glasgow's Docks. The original photographs have been remastered with many new ones added.

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